NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
BOSTON - NEW YORK
SUMMARY BULLETIN ORDER No. BNY9-67SUM
Effective 12:01 AM, Monday, November 07, 2022

Other Boston – New York Bulletin Orders in effect: none

Publications in effect when this BO was composed:

Northeast Corridor Timetable GO	901	Boston – New York Notices	9-11SUM, -12
Northeast Division GO(s)	2022-01SUM	Northeast Division General Notice	2022-01SUM
System General Order(s)	2022-14SUM, -15, -16, -17, -18, -19, -20		
New England Subdivision GO.	2022-01, -02	New England Subdivision General Notice	None
SGRF Notice	Index 10/25/2022	Southampton St. Yard Bulletin	2022-02
IMCS Bulletin Order	2022-05	BOSNY ETSB(s)	9-2.0SUM
Operating Practices Advisories	2021-03, -04, -05, -06, -07, 2022-01, -02, -04, -05, -06	Movement Office Bulletin	2021-10

INDEX OF RULE / SI CHANGES OR MODIFICATIONS CONTAINED IN THIS BULLETIN ORDER

The date in an item heading indicates the date of the most recent change to the information contained in that section of the BO "*" indicates that the item was not carried in a previous BO "PC" indicates a physical characteristic change. Unless otherwise indicated, modifications in this BO are indicated by ~~strikethrough~~ (deletions) and dotted underline (additions).

NOTE: This index does not relieve employees from reading, understanding and complying with all BO items.

I. Train Schedule Changes and/or Additions 4
A. Public Commuter Rail Schedules in Effect 4
II. Main Line: New Haven to Boston (NHB) 4
A. PC: Attleboro Station - MP 196.9 10/03/22 4
B. PC: Cranston Interlocking 06/08/21 4
C. PC: Boston – South Station 06/20/22 4
D. PC: Clinton Passenger Station 04/04/22 5
E. PC: Guilford Station - Platform Out of Service 10/03/22 5
F. PC: Ruggles Street Station – Platform Out of Service 10/03/22 5
G. Station Page 10/17/22 5
H. 37-B1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 09/03/21 5
I. 1-B2. Boston Terminal Operations Notice 10/31/22 5
J. 1-B4. Southampton St. Yard: Southampton St. Yard Bulletin / Operating Instructions – Southampton St. Yard 10/31/22 5
K. F-B1: Tunnel/Wall Emergency Exits 06/05/20 6
L. 34-B1 - Train Approach Message System (TAMS) Out of Service 04/11/22 6
M. 40-B1. Engine and Equipment Restrictions 07/12/21 6
N. 47-B4. Electric Engines In Consist 05/21/22 6
O. 72-B1. Train Inspection Detectors 06/13/22 6
P. 98-B2. Control Of Yard Tracks 07/25/22 6
Q. 101-B1. Movement Within New Haven CDOT Shop Area 07/25/22 6
R. 132-B2. Marked Bridges 05/30/22 7
S. 580-B1. ACSES. Territory 12/28/20 7
T. 583-B1. ACSES. Positive Stop: Radio Release 12/28/20 7
U. 900-B1 – Dispatchers: Assigned Territories 05/09/22 7
V. 940-B1. Conductors & Assistant Conductors – Responsibilities Involving Exterior Door Operation 05/03/22 8
III. New York Terminal District (NYT) 9
A. PC: Tracks Out of Service 08/06/18 9

B. PC: New York Penn Station – Station Platforms Out of Service 04/22/22 9
C. PC: Loop Interlocking – MP 3.0 11/22/21 9
D. PC: F Interlocking 11/27/21 9
E. *PC: Harold Interlocking 11/07/22 10
F. Station Page 12/27/21 12
G. 240-T1. Signal Rules and Current of Traffic 08/09/21 13
H. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, unless Otherwise Restricted 06/20/22 13
I. 36-T4. New York Penn Station 01/07/21 13
J. 36-T5. Diesel and Dual-Mode Engine Operation through New York Penn Station / Moynihan Train Hall. 02/28/22 13
K. 40-T1. Engine and Equipment restrictions 10/04/21 14
L. 47-T1. Tracks Equipped for DC Electrical Operation 04/18/22 14
M. 116-T1. Operating From Other Than the Leading End with Passenger Equipment: New York Penn Station 05/02/22 14
N. *277-T3. Harold Interlocking 11/07/22 14
O. 580-T1 ACSES Temporary Construction Zone 03/23/22 15
P. 940-T4. Conductors & Assistant Conductors – Responsibilities Involving Exterior Door Operation 03/14/22 15
IV. Mainline: Harold to CP 216 (NYS) 16
A. PC: New Temporary Construction Road Crossing Located at MP 9.2 10/03/22 16
B. PC: Private Grade Crossing (MP9.4) 10/03/22 16
C. 37-H1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 04/25/22 16
D. 72-H1. Train Inspection Detectors 07/05/21 17
E. 714-H1. Adjacent Foreign Railroad Contact Information—Emergency Communications. 05/16/22 17
V. Mainline: Mill River to Springfield (MRS) 17
A. *PC: MP 28: Wood – Tracks Out of Service 11/07/22 17
B. PC: Construction Crossings at MP 48.6 and MP 60.1 08/08/22 17
C. PC: Windsor Station - MP 42.9 12/02/21 17
D. Station Page 10/17/22 18
E. 240-M1. Signal Rules and Current of Traffic 06/13/22 18
F. 41-M2 Cars Exceeding 263,000 Pounds 04/18/22 18
G. 104-M2. Switches Equipped with Electric Locks 09/26/22 18
H. 132-M2. Marked Bridges 06/28/21 18
I. 138-M1. Public Crossings at Grade 07/18/22 19
J. 277-M1. Highway-Rail Grade Crossings Automatic Horn System (AHS) 19
VI. Mainline: Dorchester Branch (DB) 19
A. 1-D1. Boston Terminal Operations Notice 10/31/22 19
B. 1-D2. Southampton St. Yard: Southampton St. Yard Bulletin / Operating Instructions – Southampton St. Yard 10/31/22 19
C. 4-D1. Job Briefings – Southampton St. Yard 10/31/22 19
D. 16-D1. Blue Signal Derails 10/31/22 19
E. 16-D2. Blue Signal Protection – Southampton St. Yard 10/31/22 19
F. 20-D1. Southampton St. MBTA & S&I Building 10/31/22 19
G. 36-D1. Southampton Street Yard - Wet Loop Trainwash Facility 10/31/22 19
H. 43-D1. Southampton St. Yard: Close Clearance 10/31/22 19
I. 101-D1. Movement within Shop Area 10/31/22 20
J. 104-D1. Normal Position of Switches and Crossovers at Specific Locations. 06/21/21 20
K. 104-D2. Radio Controlled Switches 10/31/22 20
L. 104-D3. Southampton St. Yard: Entering & Leaving 10/31/22 20
M. 116-D1. Shoving Or Backing Movements 10/31/22 20
N. 138-D2. Southampton St. Yard: Road Crossings 10/31/22 20
O. 138-D3. Southampton St. Yard: West End Access 10/10/22 20

VII. Main Lines: Middleboro (MM) 20
A. Station Page 12/18/21 20
B. 240-O1. Rules in Effect 02/01/22 20
C. 37-O1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 12/18/21 21
VIII. System Instructions 21
A. Electrical Operating Rules and Instructions AMT-2: 21
B. Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions 25
C. A-S4. Books in Effect 05/02/22 27
D. C-S3. OPERATING RULES QUALIFICATION 10/17/22 28
E. C-S4. Physical Characteristics Qualification/Promotion Conductors and Engineers 08/01/22 28
F. C-S5. Physical Characteristics Qualification for Engineering Department Employees 10/17/22 29
G. L-S1. Authority to Board and Ride Trains 06/06/22 29
H. 1-S2. Bulletin Orders, Notices & General Orders 06/28/21 31
I. 1-S7. ~~Engineering Bulletins~~ IMCS Bulletins 10/03/22 32
J. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions 10/31/22 32
K. 34-S7. Maryland DOT Cars: Trap Door Operations 02/14/22 34
L. 34-S9. SC-44 and ALC-42 Siemens Charger Locomotives 02/08/22 34
M. 34-S10. Passenger Car Door Operation 05/02/22 35
N. 34-S12. M-8 MU Electric Car Operations 05/30/22 35
O. 41-S15. Brandt Truck Track Car Tonnage Limits 11/22/21 38
P. 47-S2. Tracks Equipped for AC Electrical Operation 03/07/22 38
Q. 70-S2. Initiating Movements 03/14/22 39
R. 72-S4. Use Of Tempilstik 03/07/22 39
S. 72-S7. Wayside Hot Box Detectors - 2 Consecutive Actuations 05/02/22 39
T. 98-S2. Double-Checking Switches and Derails 05/30/22 39
U. 116-S1. Shoving or Backing Movements 05/02/22 39
V. 116-S2. Operating From Other Than the Leading End With Occupied Passenger Equipment 05/02/22 39
W. 132-S5. Heat-Related Temporary Speed Restrictions 06/13/22 39
X. 133-S1. Protection of Out-of-Service Tracks 05/16/22 41
Y. 161-S1. Approved Abbreviations 09/05/22 41
Z. 165-S1 Form D Inquiry and Delivery Procedures 05/23/22 41
AA. 242-S1. Imperfectly Displayed Signals 08/09/21 43
BB. 279-S6. Metro-North Railroad Cab Signal Aspects 11/15/21 43
CC. 280a-S1. Clear to Next Interlocking Signal 12/01/21 44
DD. 280b-S1. Approach Normal 12/06/21 44
EE. 550-S1. Automatic Train Control System 05/02/22 44
FF. 551-S1. On-Board Cab Signal Testing Device 05/02/22 44
GG. 556-S1. Dispatcher's Authorization for Movement 12/01/21 44
HH. 581-S3. ACSES Train Type Selection Switch 08/09/21 44
II. 582-S3. ACSES Temporary Transponder Placement 07/19/21 45
JJ. 583-S1. ACSES Enforcement of Interlocking and CP Signals 05/23/22 45
KK. 585-S1. Criteria For Determining ACSES On-Board Apparatus Failure 03/07/22 46
LL. 585-S2. Criteria for Determining On-Board ACSES Apparatus Fault 12/06/21 46
MM. 585-S3. ACSES On-Board Apparatus Continues to Display "Construction Zone" Text Message 05/02/22 46
NN. 585-S5. NJT – ACSES Boundary TSR(s) 01/11/21 47
OO. 590-S1. Engineer's Responsibility to Report on Forms for Amtrak, MARC or CDOT Service 10/31/22 47
PP. 592-~~S2~~S1 Trains Equipped With I-ETMS Apparatus 10/24/22 49
QQ. 592-S2. Criteria for Determining Inoperative I-ETMS 08/02/21 50
RR. 594-S1. I-ETMS Operations 01/10/22 50
SS. 706-S1. Dispatcher Radio Channel Territories 02/07/22 52
TT. 714-S1. Telephone Numbers-Dispatchers, Operators, Etc. 09/26/22 52
UU. 716-S1. USE OF PERSONAL ELECTRONIC DEVICES: RESTRICTIONS 11/08/21 53

VV. 716-S3. USE OF ELECTRONIC DEVICES OR RAILROAD RADIOS WHILE OPERATING A COMPANY HIGHWAY VEHICLE 11/08/21 53
WW. 716-S4. PERSONAL EMERGENCY COMMUNICATIONS 11/15/21 53
XX. 716-S5. eTICKETING MOBILE DEVICE (eMD) - AUTHORIZED BUSINESS PURPOSES 11/08/21....53
YY. 716-S7. Mobile Document Compliance System (MDCS) 09/05/22 53
ZZ. 940-S1. Amtrak Conductors & Assistant Conductors- Ensuring Passenger Safety 03/14/22....54
AAA. 940-S4. Conductor Certification 09/13/21....55
BBB. 950-S1. Engineer Train Handling Certification Form 03/28/22 55
CCC. 954-S1. Air Brake Test 05/02/22 56
DDD. 815-S4. Spring Frogs 12/27/21 56
EEE. 72-A2. Use Of Tempilstik 05/02/22....56
FFF. 72-A3. High Speed Trainset: On-Board Hot Bearing Detection System 05/02/22....56
GGG. 72-A4. HHP-8 Locomotive: On-Board Hot Bearing Detection System 05/22/22....56
IX. Speed Table for Reference 12/06/21 56
X. PTC Rule Review for ACSES -FAQs 12/06/21 58
XI. PTC Rule Review for Locomotive PTC Failure Handling -FAQs 12/06/21....60
XII. System Guidelines for EEPS Pilot Program 61
A. 133-S9. Enhanced Employee Protection System (EEPS) for Track Out of Service 11/01/21....61
B. 140-S3 Enhanced Employee Protection System (EEPS) For Foul Time....62
XIII. System Guidelines for EEPS Pilot Program 64
A. 133-S9. Enhanced Employee Protection System (EEPS) for Track Out of Service 11/01/21....64
B. 140-S3 Enhanced Employee Protection System (EEPS) For Foul Time....65
XIV. Rule Review & MORV's 66
A. MORV Trend....66
B. Rule Review: Three Point Protection 66
C. MORV Incident Review....67

I. Train Schedule Changes and/or Additions

See current BOSNY Employee Train Schedule Bulletin (ETSB.)

A. Public Commuter Rail Schedules in Effect

- MBTA Franklin/Foxboro Line: October 17, 2022
- MBTA Providence Stoughton Line: October 17, 2022
- All Other MBTA Southside Commuter Rail Lines: October 17, 2022
- CDOT Commuter Rail – Shore Line East: October 31, 2022
- CT Rail Hartford Line Commuter Rail Schedules in effect: October 24, 2022

II. Main Line: New Haven to Boston (NHB)

A. PC: Attleboro Station - MP 196.9 10/03/22

1. The low-level wooden platforms across Track 2 to access Track 4 at Attleboro Station are out-of-service until further notice.
2. The low-level wooden platforms across Track 1 through Track 3 at Attleboro Station are out-of-service until further notice.

B. PC: Cranston Interlocking 06/08/21

The switch connecting the Cranston Yard Track to Track 2 (42 switch) is now equipped with a spring frog.

C. PC: Boston – South Station 06/20/22

1. Track 13

a) Station Platform Out of Service

All trains boarding on Trk No. 13 will be accessible only on the North side of the platform, closest to Trk No. 12. The South side will be out of service as part of the construction zone. To ensure passenger and crew safety, crews must not open doors on the out of service platform.

b) AC Electrical Operation

The overhead catenary has been removed in its entirety on Trk No. 13. AC Operations are prohibited until further notice.

D. PC: Clinton Passenger Station 04/04/22

The high-level platform, 204 feet long located adjacent to No. 1 track, is in service.

E. PC: Guilford Station - Platform Out of Service 10/03/22

90 feet of the west end of track one upper-level platform is out of service and is protected by barricades.

F. PC: Ruggles Street Station – Platform Out of Service 10/03/22

Due to construction and repair, the east end of the station platform at Ruggles Street Station (MP 226.5) is out of service on tracks 1 and 3 from the east end of the platform to a point 560 feet west of the east end of the platform.

G. Station Page 10/17/22

The station page is revised as follows.

Stations	MP	INT	PS	Notes
Clinton	96.8	---	X	~~1~~
Davisville **R**-See SI 900-B1 (P&W RR)	168.0	X	…	10, 12
Cranston **R**- Main Line TD (P&W RR)	181.2	X	…	10, 12
South Attleboro	191.9	---	~~X~~	…

Note 1: ~~SI 121-B1 applies.~~ NORAC Rule 121. B. applies as modified by 121-S1

Note 3: Rule 121. E & F applies on No. 1 & 2 tracks only. Rule 121. B applies on No. 6 track (NECR Connection).

Note 4: All movements into New Haven Yard, except in Parcel G, must use MN radio channel ~~056-056~~ 062-062

Note 12: Interlocking equipped with spring frogs. See SI 815-S4

H. 37-B1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 09/03/21

SI 37-B1 is revised as follows.

Passenger Train Type "A", "B", "C" & "D" Speeds												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	2	1	Other	2	1	Other	2	1	Other	2	1	Other
Transfer & MP 226	120	120	…	110	110	…	100	100	…	90	90	…
Cv MP 225.2 & MP 225.6	**115**	**115**	**…**	**105**	**105**	**…**	**…**	**…**	**…**	**…**	**…**	**…**

I. 1-B2. Boston Terminal Operations Notice 10/31/22

1-B2 is deleted. The Southampton St. Yard Bulletin replaces the Boston Terminal Operations Notice effective 12:01 AM Monday, October 31, 2022.

J. 1-B4. Southampton St. Yard: Southampton St. Yard Bulletin / Operating Instructions – Southampton St. Yard 10/31/22

1-B4 is new and added as follows:

1. Yard Bulletins

Yard Bulletins will be issued for Southampton St. Yard and the Boston Terminal area as necessary and will contain instructions for crews who will operate in this location. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

K. F-B1: Tunnel/Wall Emergency Exits 06/05/20

1. Emergency Exit 226.04

The emergency exit at MP 226.04 is out-of-service and made inaccessible until further notice.

L. 34-B1 - Train Approach Message System (TAMS) Out of Service 04/11/22

Train Approach Message System (TAMS) is out of service at the following station(s) until further notice. On-ground personnel will not provide protection at the following station(s). Trains not scheduled to stop at the affected station(s) are reminded to comply with SI 34-B1.

Trains operating on a track adjacent to the station platform must:

1. Operate according to track and signal speeds not exceeding 110 MPH for the station limits.
2. Blow one long sound of the engine horn when approaching each affected station.

- ~~Clinton Station~~
- South Attleboro

M. 40-B1. Engine and Equipment Restrictions 07/12/21

SI 40-B1 Note (d) is modified as indicated below.

Notes:

(d) Plate F Cars measuring 17'0" or less may operate on Trk 4 between Boro & Thatcher St OH Br, MP 196.36, but must not operate under Thatcher St OH Br.

N. 47-B4. Electric Engines In Consist 05/21/22

SI 47-B4 is modified as follows.

All trains, except scheduled Amtrak and CDOT/Shore Line East trains, must not operate with an electric engine in their consist without permission of the Train Dispatcher.

The Dispatcher must notify the connecting dispatching district, division or railroad of any trains operating with electric engines in consist other than scheduled Amtrak and CDOT/Shore Line East trains.

O. 72-B1. Train Inspection Detectors 06/13/22

72- B1 the following detector is removed from service.

Type of Detector	Mile Post Location	Direction of Operation	Trk(s)	Recorder Location	Notes
~~RA HBD~~	~~208.7~~	~~East & West~~	~~1 & 2~~	~~Hawk~~	~~1~~

P. 98-B2. Control Of Yard Tracks 07/25/22

98-B2 the table is modified as follows.

TRACKS	CONTROLLED BY
Tracks 21, 22, 23, 24, 25, 26, 27, 27A, 29, 39, 84, 85, and 47	CDOT (S.L.E.) Mechanical Frm
~~Tracks 21, 22 and 23 (west of CDOT Shop) to the west derail~~	~~CDOT (S.L.E.) Mechanical Foreman~~
All Other Tracks	Metro North Yardmaster

Q. 101-B1. Movement Within New Haven CDOT Shop Area 07/25/22

101-B1 is modified as follows.

An on-ground crew member must immediately precede all movements within the shop area (Tracks 21, 22, 23, 24, 25, 26, & 27 within the building).

This employee must be prepared to stop the move should personnel enter the movement area unexpectedly.

R. 132-B2. Marked Bridges 05/30/22

SI 132-B2 is revised as follows.

Bridge Name	Milepost	Bridge Name	Milepost	Bridge Name	Milepost
Montowese Street	81.71	McCurdy Road	107.99	Canal St.	141.23
Totoket Road	83.43 ~~84.43~~	Mile Creek Road	108.58	Ten Rod Rd	165.74
Thimble Island Road	84.59	Cross Lane	110.57	Farmway	167.47
Leetes Island Road	85.79	Champions Road	111.87	Clyde Rd.	174.06
New Quarry Road	86.01	Giant Neck Road	113.09	Apponaug Cove	174.35
Sachems Head Road	87.61	Black Point Road	114.89	Lincoln Ave	177.6
Boston Post Road	91.01	Gardineers Wood Road	117.99	South Main St.	196.85
Mungertown Road	91.29	Pequot Avenue	121.93	Mill St.	196.95
Bishop Crossing	93.8	Walbach Street	122.03	Park St.	197.1
North High Street	96.42	State Pier Road (Winthrop cove)	123.34	Peck St.	197.37
Hull Street	96.72	State Pier Road	123.66	Canton St	211.76
Pond Meadow Road	100.95	Poquonnock Road	126.22	-	-
Elm Street	104.44	South Road	127.01	-	-

S. 580-B1. ACSES. Territory 12/28/20

SI 580-B1 is canceled in its entirety.

T. 583-B1. ACSES. Positive Stop: Radio Release 12/28/20

SI 583-B1 is canceled in its entirety.

U. 900-B1 – Dispatchers: Assigned Territories 05/09/22

900-B1 the table is modified as follows.

DISPATCHER	TERRITORY	Days/Times
Shore Line	Division Post MP 72.9 to Conn (exclusive).	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)
New London	Conn (inclusive) to Mystic River (inclusive) Conn (inclusive) to Kingston (exclusive)	Monday to Friday, 7 a.m. to 3 p.m. Monday to Friday, 3 p.m. to 11 p.m.
South County	Mystic River (exclusive) to Cranston (exclusive)	Monday to Friday, 7 a.m. to 3 p.m.
Main Line	Cranston (inclusive) to Junction (exclusive) Kingston (inclusive) to Junction (exclusive)	Monday to Friday, 7 a.m. to 3 p.m. Monday to Friday, 3 p.m. to 11 p.m.
Corridor	Junction (inclusive) to Cove (exclusive)	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)
Terminal	Cove (inclusive) to Boston (South Station). (See Weekend Modification).	Sunday 11 p.m. to Friday 11 p.m. (See Notes for modifications)
Daily Weeknight (Third Trick) Modifications		
New London	Conn (inclusive) to Mystic River (inclusive)	Sunday through Friday 11 p.m. to 7 a.m.
South County	Mystic River (exclusive) to Cranston (exclusive)	Sunday through Friday 11 p.m. to 7 a.m.
Main Line	Cranston (inclusive) to Junction (exclusive)	Sunday through Friday 11 p.m. to 7 a.m.
Weekend Modifications		
Shoreline	Division Post MP 72.9 to Mystic River (inclusive)	Friday 11 p.m. to Sunday 11 p.m.*
New London	May Work Conn (inclusive) to Mystic River (exclusive). See Note*	Friday 11 p.m. to Sunday 11 p.m.*

South County	May Work Mystic River (exclusive) to Cranston (exclusive). See Note*	Friday 11 p.m. to Sunday 11 p.m.*
Main Line	Mystic River (exclusive) to Junction (exclusive).	Friday 11 p.m. to Sunday 11 p.m.*
Corridor	Junction (inclusive) to Cove (exclusive).	Friday 11 p.m. to Sunday 11 p.m.*
Dorchester	Cove (inclusive) to Boston (South Station).	Friday 11 p.m. to Sunday 11 p.m.*
Terminal	(Territory controlled by Dorchester Dspr).	Friday 11 p.m. to Sunday 11 p.m.*
***Note: During periods of construction, the New London and/or South County Dispatchers may work on weekends.** Trains and personnel working between Cranston and Conn between 11 p.m. Fridays and 11 p.m. Sundays should contact the dispatching office to verify the Dispatcher's assigned territory.		
****Phone numbers can be found in System Special Instruction 714-S1, Telephone Numbers-Dispatcher Operators, Etc.- page 331.**		

V. 940-B1. Conductors & Assistant Conductors – Responsibilities Involving Exterior Door Operation 05/03/22

940-B1 is supplemental to SI 34-S10 and SI 940-S1

1. Crew Duties

In order to facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

a) Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.
- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

  For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

b) Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door in order to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

c) Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted

III. New York Terminal District (NYT)

A. PC: Tracks Out of Service 08/06/18

1. Penn Station - Tracks Out of Service

The tracks listed below are out of service for train movements (except Amtrak work trains and MW equipment) unless authorized by the MW Supervisor (or the Train Dispatcher, when authorized by the MW Supervisor):

a) 1A Track is Out of Service 09/25/17

1A track is out of service from the west end of No. 1A track to a barricade erected 350 feet east.

Note: Trains operating towards Out of Service Tracks

In the application of NORAC Rule 134 a. "Movements in the Direction of the Out-of-Service Track", Dispatchers (or Operators) must not display signals nor give authority for movements in the direction of an out-of-service track until they have verified that the Engineer is aware of the Bulletin Order item.

B. PC: New York Penn Station – Station Platforms Out of Service 04/22/22

The following locations of station platforms are out of service as described below. To ensure passenger and crew safety, crews must spot trains accordingly and not open coach doors between the barricaded areas.

1. Station Platform No. 3 – 5 & 6 Tracks 03/28/18

A portion of Platform No. 3 (adjacent to no. 5 & 6 station tracks) is out of service for passenger use. The out of service portion is located between the west end of the platform and a barricade erected 105 feet east of the west end of platform.

2. Station Platform No. 4 – 7 Track 02/25/19

A 111-foot section of platform No. 4 (adjacent to No. 7 station track) is out of service between platform barricades erected 153 feet and 264 feet east of the west end of the platform.

3. Station Platform No. 4 – 7 & 8 Tracks 04/22/22

A 129-foot section of platform No. 4 (adjacent to Nos. 7 & 8 station track) is out of service between the west end of the platform to a barricade erected 129 feet east of the west end of the platform.

4. Station Platform No. 7 – 14 Track 04/22/22

A 170-foot section of platform No. 7 (adjacent to No. 14 station track) is out of service for passenger use between the east end of the platform and a construction barricade erected at the easternmost staircase.

C. PC: Loop Interlocking – MP 3.0 11/22/21

Home Signal on Loop No. 1 track (1E) governing eastbound movements is converted from dwarf signal to a 2-head color light. This signal has been restored to its previous location 176 feet west of the overhead bridge and is capable of displaying the following aspects:

- Rule 281c1 (Clear), Rule 285c1 (Approach), Rule 290c1 (Restricting), Rule 292 c1 (Stop Signal).
- Rule 281c1 (Clear) can be displayed for diverging moves.

D. PC: F Interlocking 11/27/21

The Summary of changes in General Order 901 is revised as follows.

1. Switches & Track

a) Track Loop 1 is extended 2, 179 feet in length and placed into service between SIG 746W and 760WE and is equipped for AC Electrical Operation.

b) Turnout No. 749A equipped with moveable point frogs for eastward movements from Line 1 to Loop ~~1A~~ 1 and westward movements from Loop ~~1A~~ 1 to Line 1 has been placed in service.

c) ~~Crossover No. 743 has been blocked and clamped for normal moves and is out of service for reverse movements.~~

d) Turnout No. 761 has been blocked and clamped for reverse moves and is out of service for normal movements.

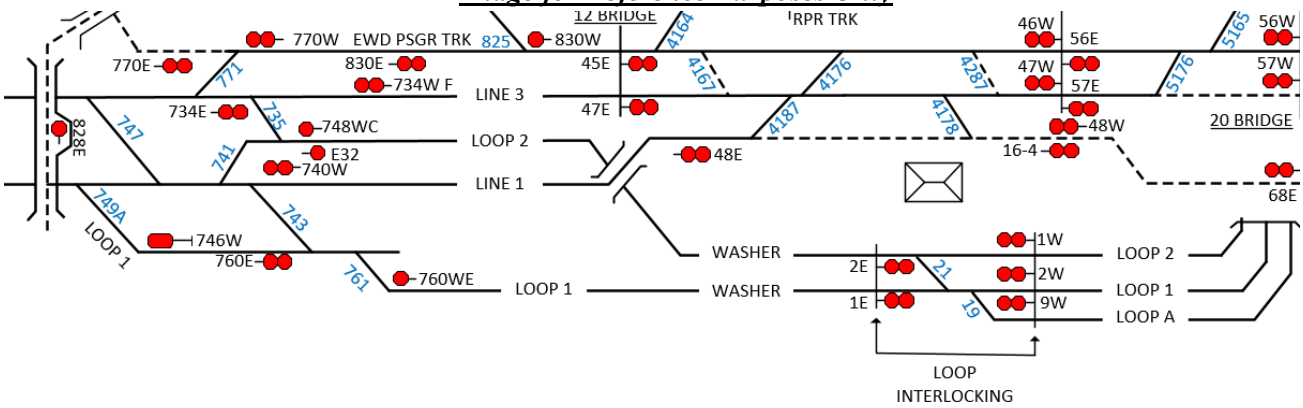
e) ~~New Track designated "Loop 1A" has been installed and placed in service. Loop 1A is 2,179 feet in length located between SIG 746W and SIG 760WE and is equipped for AC Electrical Operation.~~

2. Signals

a) Interlocking Signal on Loop ~~1A~~ 1 (SIG 746W) governing westward movements from Loop ~~1A~~ 1 to Line 1 is in service and installed 390 feet East of Turnout No. 749A.

b) Interlocking Signal on Loop ~~1A~~ 1 (SIG 760E) governing eastward movements from Loop ~~1A~~ 1 to Loop 1 is in service and installed 1078 feet East of SIG 746W.

Image for Reference Purposes Only



E. *PC: Harold Interlocking 11/07/22

1. Tracks out of Service

a) Eastward Passenger Track / Port Washington No. 2 Track is out of service between a barricade erected 50 feet east of the No. 4164 Switch and signal bridge No. 16.

b) A portion of track is out of service between the 734W signal on No. 3 Track at F Interlocking and a barricade erected 50 feet west of the No. 4187 Switch.

2. Additions

a) Tracks

(1) 712 feet of new track within Harold Interlocking limits, designated as WX Track, located 148 feet west of MP3.7 (Former Harold Interlocking Station) is in service and equipped for AC and DC electric operation.

(2) 543 feet of new track within Harold Interlocking limits, designated as Long Island Freight Track, located 553 feet east of MP3.7 (Former Harold Interlocking Station) is in service and equipped for AC and DC electric operation.

(3) 982 feet of new track within Harold Interlocking limits, designated as Track A, located 1687 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation.

(4) 81 feet of new track within Harold Interlocking limits, designated as Track B/C, located 742 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation

(5) 1292 feet of new track within Harold Interlocking limits, designated as Track D, located 2233 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation

(6) 705 feet of new track within Harold Interlocking limits, designated as Southeast Lay Up Track, located 3278 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation

b) Switches

(1) Existing interlocked facing point turnout (No. 5165 Switch) within Harold Interlocking limits is converted to a crossover and is in service and equipped for AC and DC electric operation.

(2) New interlocked facing point crossover (No. 4145 Switch) within Harold Interlocking limits on Long Island Freight Track, for westward movement to WX Track, located 553 feet west of MP3.7 (Former Harold Interlocking Station) is in service and equipped for AC and DC electric operation.

(3) New interlocked facing point crossover (No. 3145 Switch) within Harold Interlocking limits, on Main Line No. 1 track, for eastward movement to WX Track, located 148 feet west of MP3.7 (Former Harold Interlocking Station) is in service and equipped for AC and DC electric operation.

(4) New interlocked facing point turnout (No. 2122 Switch) within Harold Interlocking limits on Port Washington No.1 Track, for westward movement to Track A, located 1740 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation.

(5) New interlocked facing point turnout (No. 2154 Switch) within Harold Interlocking limits on Main Line No.1 Track, for westward movement to Track BC, located 1845 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation.

(6) New interlocked facing point turnout (No. 2155 Switch) within Harold Interlocking limits on Track BC, for east movement to Mainline No.1 Track or Long Island Freight Track, located 821 feet east of MP3.7 (Former Harold Interlocking Station) is in service and equipped for DC electric operation.

(7) New interlocked facing point turnout (No. 5155 Switch) within Harold Interlocking limits on Long Island Freight Track, for west movement to Track BC, located 1869 feet east of MP3.7 (Former Harold Interlocking Station) is in service and equipped for DC electric operation.

(8) New interlocked facing point crossover (No. 6197 Switch) within Harold Interlocking limits on Track D, for east movement to Main Line No.2 Track, located 2389 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation.

(9) New interlocked facing point turnout (No. 6199 Switch) within Harold Interlocking limits on Track D, for east movement to South East Lay Up Track, located 2912 feet east of MP3.7 (Former Harold Interlocking Station) is in service and equipped for DC electric operation.

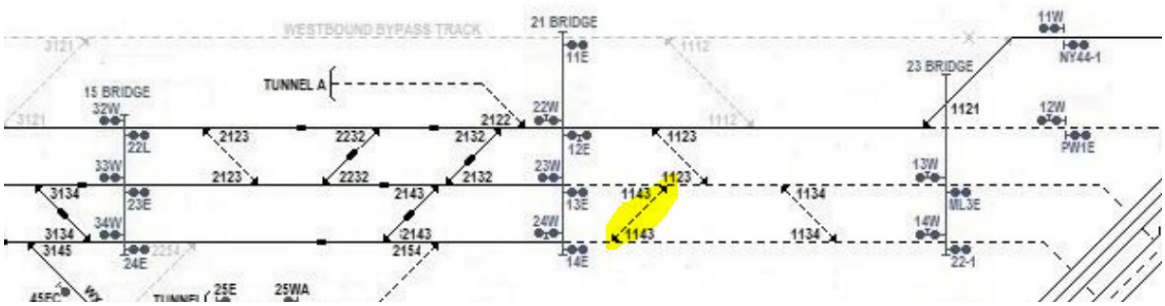
(10) New interlocked trailing point turnout (No. 6198 Switch) within Harold Interlocking limits on Track D, for east movement to Main Line No.4 Track, located 3112 feet east of MP3.7 (Former Harold Interlocking Station), is in service and equipped for DC electric operation.

(11) New interlocked facing point crossover (No. 3132 Switch) within Harold Interlocking limits on Port Washington No.1 Track, for westward movement to Main Line No. 3 Track, located 604 feet west of MP3.7 (Former Harold Interlocking Station), is in service and equipped for AC and DC electric operation.

(12) New interlocked facing point crossover (No. 3234 Switch) within Harold Interlocking limits on Main Line No.1 Track, for westward movement to Main Line No. 3 Track, located 928 feet west of MP3.7 (Former Harold Interlocking Station) is in service and equipped for AC and DC electric operation.

(13) New interlocked facing point crossover (No. 1143 Switch) within Harold Interlocking limits on Main Line No.3 Track, for westward movement to Main Line No. 1 Track, located 2388 feet east of MP3.7 (Former Harold Interlocking Station) is in service and equipped for DC electric operation.

Image for Reference Purposes Only



c) Signals

(1) Interlocking Signal mast on Long Island Freight Track (SIG 45WA) governing westward movements is in service and installed 706 feet East of MP 3.7 (former Harold Interlocking station).

(2) Interlocking Signal mast on WX Track (SIG 45EC) governing eastward movements is in service and installed 102 feet East of MP 3.7 (former Harold Interlocking station).

(3) Interlocking Signal mast on Track B/C (SIG 25WA) governing westward movements is in service and installed 1297 feet East of MP 3.7 (former Harold Interlocking station).

(4) Interlocking Signal mast on Track B/C (SIG 25WC) governing westward movements is in service and installed 1505 feet East of MP 3.7 (former Harold Interlocking station).

(5) Interlocking Nonconforming Signal mast on Track B/C (SIG 25E) governing eastward movements is in service and installed 703 feet East of MP 3.7 (former Harold Interlocking station).

(6) Interlocking Nonconforming Signal mast on Track A (SIG 20E) governing eastward movements is in service and installed 658 feet East of MP 3.7 (former Harold Interlocking station).

(7) Interlocking Signal mounted on signal bridge (Signal Bridge 20) located on Track D (SIG 69E) governing eastward movements is in service and installed 1297 feet East of MP 3.7 (former Harold Interlocking station).

(8) Interlocking Signal mounted on signal bridge (Signal Bridge 14) located on Port Washington No. 2 Track (SIG 66W) governing westward movements is in service and installed 3586 feet East of MP 3.7 (former Harold Interlocking station)

(9) Interlocking Signal mast on South East Lay Up Track (SIG 69W) governing westward movements is in service and installed 3236 feet East of MP 3.7 (former Harold Interlocking station).

(10) Automatic Signal mounted on signal bridge (Signal Bridge 20) located on Track D (SIG 2-39 AUTO) governing westward movements is in service and installed 1297 feet East of MP 3.7 (former Harold Interlocking station).

(11) Interlocking signal mast on Main Line No. 2 Track (67W Signal) governing westward movements is in service and installed located 3766 feet east of MP 3.7 (former Harold Interlocking station).

(12) Interlocking signal mast on Main Line No. 4 Track (68W Signal) governing westward movements is in service and located 3290 feet east of MP 3.7 (former Harold Interlocking station).

(13) Interlocking signal mast on Long Island Freight Track (55W Signal) governing westward movements is in service and located 2124 feet east of MP 3.7 (former Harold Interlocking station).

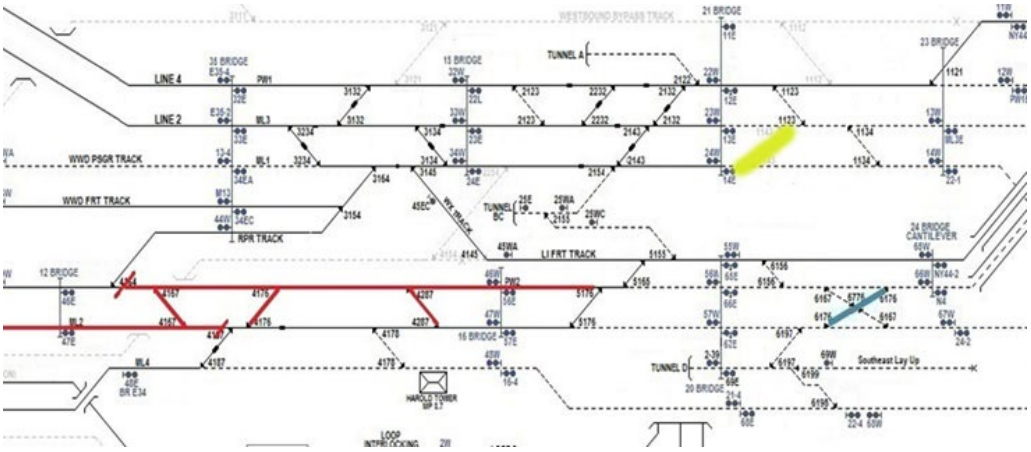
(14) Interlocking signal mast on Port Washington No. 1 Track (12W Signal) governing westward movements is in service and located 3878 feet east of MP 3.7 (former Harold Interlocking station).

(15) Interlocking signal mounted on signal bridge (Signal Bridge 23) located on Main Line No. 3 Track (13W Signal) governing westward movements is in service and installed 3266 feet east of MP 3.7 (former Harold Interlocking station).

(16) Interlocking signal mounted on signal bridge (Signal Bridge 21) located on Port Washington No. 1 Track (22W Signal) governing westward movements is in service and installed 2114 feet east of MP 3.7 (former Harold Interlocking station).

(17) Interlocking signal mounted on signal bridge (Signal Bridge 21) located on Main Line No. 1 Track (22W Signal) governing westward movements is in service and installed 2114 feet east of MP 3.7 (former Harold Interlocking station).

Image for Reference Purposes Only



F. Station Page 12/27/21

Station Page note is revised as follows.

Loop Int is equipped with a Dual Control Switch (~~No.91~~ No. 19 Sw).

G. 240-T1. Signal Rules and Current of Traffic 08/09/21

SI 240-T1 is revised as follows.

~~Between~~ Locations	Tracks				Notes
	4	3	2	1	
~~F & Loop~~	~~Interlocking Rules in effect on Loop 1A~~				~~1~~
F Int	Interlocking Rules in effect on Loop 1				1

H. 37-T1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, unless Otherwise Restricted 06/20/22

SI 37-T1 is revised as follows.

Passenger Trains				
Between/At	No. 1	No. 2	No. 3	No. 4
~~F Int.& Loop 1A.....15 MPH~~				
F Int & F Int Signal located 442 feet east of the Thomson Ave OH Br: Loop 1 track.....45 MPH				
F Int Signal located 442 feet east of the Thomson Ave OH Br and F Int westward Home Signal Loop 1 track.....30 MPH				
Harold Int.: Long Island City Westward Psgr Trk.....~~30 MPH~~ 40 MPH WX Track.....40 MPH Track A.....45 MPH Track B/C.....45 MPH Track D.....45 MPH				

Freight Trains				
Between/At	No. 1	No. 2	No. 3	No. 4
Harold Int.: WX Track.....10 MPH Track A.....10 MPH Track B/C.....10 MPH Track D.....10 MPH				

I. 36-T4. New York Penn Station 01/07/21

SI 36-T4 is new as follows.

All westward Amtrak trains arriving at New York Penn Station that are destined for the NYP line shall arrange to spot their equipment as far west on the platform as practical to receive and/or discharge customers unless otherwise instructed by the PSCC Dispatcher.

J. 36-T5. Diesel and Dual-Mode Engine Operation through New York Penn Station / Moynihan Train Hall. 02/28/22

SI 36-T5 is new as follows.

To avoid the flow of diesel fumes into the Moynihan Train Hall:

- Westbound trains with Diesel engine(s) operating in diesel mode must be spotted as far west as signal indication will permit.

K. 40-T1. Engine and Equipment restrictions 10/04/21

SI 40-T1 is revised as follows.

Location	Tracks				
	4	3	2	1	Other
JO/C & F……..……..(a)(b)(c)	1	1	1	1	…

Notes:

(a) Capitoliner Control Car 9637 is prohibited from operating between A and Harold.

(b) Engines of dimension #2 may operate when verbally authorized by the Dispatcher at PSCC.

(c) NJ Transit Comet III, IV, & V cars in series 5000-6601, incl.; No. 4 Trk (Line 4) F-C; not exceeding ~~50~~ 40 MPH.

L. 47-T1. Tracks Equipped for DC Electrical Operation 04/18/22

SI 47-T1 is revised as follows.

Other Tracks: Loop 1; between F & Loop interlocking, extending east into Loop interlocking to a point 15 feet west of the facing point turnout for eastward movement to Loop A (19 Sw).

Loop 2; between F & Loop interlocking, extending east into Loop Interlocking to a point 15 feet west of the facing point switch (21A Sw.) for eastward movement to Loop 1.

712 feet of new track within Harold Interlocking limits, designated as WX Track, located 148 feet west of MP3.7 (Former Harold Interlocking Station).

543 feet of new track within Harold Interlocking limits, designated as Long Island Freight Track, located 553 feet east of MP3.7 (Former Harold Interlocking Station).

982 feet of new track within Harold Interlocking limits, designated as Track A, located 1687 feet east of MP3.7 (Former Harold Interlocking Station).

81 feet of new track within Harold Interlocking limits, designated as Track B/C, located 742 feet east of MP3.7 (Former Harold Interlocking Station).

1292 feet of new track within Harold Interlocking limits, designated as Track D, located 2233 feet east of MP3.7 (Former Harold Interlocking Station).

705 feet of new track within Harold Interlocking limits, designated as Southeast Lay Up Track, located 3278 feet east of MP3.7 (Former Harold Interlocking Station).

M. 116-T1. Operating From Other Than the Leading End with Passenger Equipment: New York Penn Station 05/02/22

116-T1, the second and third paragraph is modified as follows.

Prior to beginning the movement, the employee on the leading end must test the back-up hose in accord with AMT-3 Instruction ~~5.4.2,~~ 2.17.2 or emergency brake valve (other than on a properly pointed Locomotive) by initiating an emergency brake application and the engineer must inform the employee that an emergency application has occurred. (The Note in AMT-3 ~~5.4.3~~ 2.17.3 does not apply.)

Note: Train inspection and standing train brake test requirements do not apply when testing the back-up hose or emergency brake valve as required by this Special Instruction. The Engineer is required to make a Running Brake Test as per AMT-3 ~~Instruction P4.2.4 or NP4.2.5.~~ rule 3.9.8

N. *277-T3. Harold Interlocking 11/07/22

277-T3 is deleted and replaced as follows.

1. Eastward Signals

a) The home signal (SIG 20E) governing eastward movement on Track A at Harold Interlocking is located to the left.

b) The home signal (SIG 25E) governing eastward movement on Track B/C at Harold Interlocking is located to the left.

c) A white arrow is in service on the eastward Interlocking Signal No. 12E (On LIRR Port Washington No. 1 Track 2114 feet east of MP 3.7.)

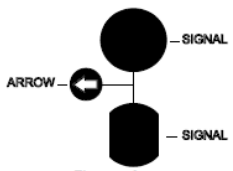


Figure A

d) A white arrow is in service on the eastward Interlocking Signal No. 65E (On the Long Island Freight Track 2124 feet east of MP 3.7.)

An illuminated arrow indicates that the route is lined to the Port Washington Branch.

All Amtrak trains scheduled for the NYS Line must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

2. Westward Signals

a) A white arrow is in service on the westward interlocking signal (No. 66W) located on Port Washington No.2 Track.

b) A white arrow is in service on the westward interlocking signal (No. 67W) located on the Main Line No.2 Track.

c) A white arrow is in service on the westward interlocking signal (68W Signal) located on Main Line No.4 Track.

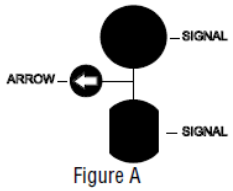


Figure A

d) A white arrow is in service on the westward interlocking signal (55W Signal) located on Long Island Freight Track.

e) A white arrow is in service on the westward interlocking signal (69W Signal) located on Southeast Lay Up Track.

f) A white arrow is in service on the westward interlocking signal (12W Signal) located on Port Washington No.1 Track.

g) A white arrow is in service on the westward interlocking signal (13W Signal) located on Main Line No.3 Track.

h) A white arrow is in service on the westward interlocking signal (22W Signal) located on Port Washington No.1 Track.

i) A white arrow is in service on the westward interlocking signal (24W Signal) located on Main Line No.1 Track.

An illuminated arrow indicates route is lined to Grand Central Terminal Branch.

All trains scheduled for Penn Station New York must stop clear of the interlocking signal if the arrow is lighted and contact PSCC immediately for instructions.

O. 580-T1 ACSES Temporary Construction Zone 03/23/22

580-T1 is new

An ACSES construction zone has been established on all tracks within Harold Interlocking Limits.

P. 940-T4. Conductors & Assistant Conductors – Responsibilities Involving Exterior Door Operation 03/14/22

940-T4 is supplemental to SI 34-S10 and SI 940-S1

1. Crew Duties

In order to facilitate the operational safety of employees and customers, Amtrak crews must comply with the requirements of Amtrak's Service Standards Manual and applicable Amtrak Employee Safety Rulebook rules in effect.

All passenger crews operating on Amtrak-Controlled Territory must adhere to the following:

a) Operation

- Unless otherwise delegated to another crew member during an initial or subsequent job briefing, the conductor will be responsible for exterior door operation.
- The movement of in-service passenger equipment with an open or unsecured exterior passenger car door is prohibited.
- Damaged or malfunctioning side doors must be secured closed and locked out from use.

  If more than one door on the same car is locked out, that car may not be occupied for passenger service.
- Crews may not permit passengers to occupy the vestibules with them, while the train is preparing for departure, or a station stop.

- Passenger trains in operation with an open door must stop in a manner consistent with safe train handling and ensure all exterior doors are properly secured closed before resuming movement.

  For purposes of this instruction, the term "in-service" means passenger equipment released from inspection in good working order and is suitable for passenger occupancy, whether occupied or not.

b) Arrivals

- Upon arrival at a station, after the train has stopped, the designated crew member must open their door locally and determine that all doors intended to be opened are appropriately platformed, before keying open any other doors.
- Traps must remain latched and closed until the train comes to a complete stop on the platform.
- If spotting of the train is required, crews should adhere to proper station stop markers for their equipment type. If no markers are present, the designated employee must spot the train through use of the exterior door window, or the train must stop prior to the appropriate platform location so that the designated crew member may convey the distance to be operated; then close the door in order to proceed, unless a bi-level (top and bottom or "Dutch door") is available for use. Then, the bottom portion of the door must remain closed while spotting the train.
- Engineers must be vigilant in their inspection of platforms as they approach station locations, to provide for passenger and employee safety.

c) Departures

Prior to station departures the conductor or designated crew member must ensure from their local door that all passengers are safely on board the train or on the platform and that all other exterior doors are closed. Once the local door is also closed, permission to proceed may be granted.

IV. Mainline: Harold to CP 216 (NYS)

A. PC: New Temporary Construction Road Crossing Located at MP 9.2 — 10/03/22

New temporary construction road crossing located at MP 9.2 adjacent to Oak Point Yard (Hellgate Line) is in service. The crossing has been secured with safety cables, preventing unauthorized access to the railroad. The safety cables will remain locked/secured and in place at ALL times.

B. PC: Private Grade Crossing (MP9.4) — 10/03/22

New MW Construction Private Grade Crossing located at MP 9.4 on Tracks No. 1 and 2 (Hellgate Line) in service

C. 37-H1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted — 04/25/22

The table in 37-H1 is revised in its entirety as follows.

PASSENGER TRAIN TYPE "A", "B", "C", & "D" SPEEDS												
Between/At	Train Type "A"			Train Type "B"			Train Type "C"			Train Type "D"		
	Track Nos.			Track Nos.			Track Nos.			Track Nos.		
	1	2	Other	1	2	Other	1	2	Other	1	2	Other
Harold & ~~MP 10~~ MP 9	60	60	…	60	60	…	60	60	…	60	60	…
First Cv west of MP 5	50	50	…	50	50	…	50	50	…	50	50	…
First Cv east of Gate	55	55	…	55	55	…	55	55	…	55	55	…
First Cv east of MP 7	50	50	…	50	50	…	50	50	…	50	50	…
Second Cv east of MP 8	40	40	…	40	40	…	40	40	…	40	40	…
~~MP 10~~ MP 9 & Pelham Bay	~~70~~ 80	~~70~~ 80	…	70	70	…	70	70	…	70	70	…
First Cv west of MP 10	…	…	…	65	65	…	65	65	…	60	60	…
First Cv east of MP 10	70	70	…	…	…	…	…	…	…	…	…	…
Second Cv east of MP 10	~~60~~ 70	~~60~~ 70	…	60	60	…	60	60	…	60	60	…
Cv at MP 11	~~55~~ 70	~~55~~ 70	…	~~55~~ 60	~~55~~ 60	…	~~55~~ 60	~~55~~ 60	…	55	55	…

First Cv west of MP 12	…	~~65~~	…	…	65	…	…	65	…	…	65	…
First Cv east of MP 14	~~60~~ 70	~~60~~ 70	…	60	60	…	60	60	…	60	60	…
Cv west of Pelham Bay Br.	45	45	…	45	45	…	45	45	…	45	45	…
Pelham Bay & CP 216	100	100	…	100	100	…	100	100	…	~~100~~ 90	~~100~~ 90	…
Cv east of Pelham Bay Br.	45	45	…	45	45	…	45	45	…	45	45	…
First 3 UG bridges east of MP 17	80	80	…	80	80	…	80	80	…	80	80	…
Cv at MP 18	70	70	…	70	70	…	70	70	…	70	70	…
Movements to and from MNR at CP 216	45	45	…	45	45	…	45	45	…	45	45	…

D. 72-H1. Train Inspection Detectors 07/05/21

A Note is added to 72-H1 as follows.

Type of Detector	MP Location	Direction of Operation	Track(s)	Recorder Location	Notes
HBD	18.4	West	1 & 2	Pelham Bay	1
Note 1: Transmits only when only when a defect has been detected, on radio channel 060-060. A defect alarm indication will actuate at the Dspr console. SI 72-S1 applies.					

E. 714-H1. Adjacent Foreign Railroad Contact Information—Emergency Communications. 05/16/22

714-H1 is modified as follows.

Amtrak Dispatcher (Adjacent Locations)	Foreign RR	Foreign DSPR	Commercial	Foreign Radio Channel
Section A (Btwn Gate & Pelham Bay)	CSX	~~Oak Point YdMstr~~ South Kearny YdMstr	718-579-1940	059-059

V. Mainline: Mill River to Springfield (MRS)

A. *PC: MP 28: Wood – Tracks Out of Service 11/07/22

Effective 12:01 AM Monday, November 7, 2022, until 5:00 AM Saturday, November 12, 2022.

No. 2 track is out of service between a barricade erected at MP 31 and Wood Int.

B. PC: Construction Crossings at MP 48.6 and MP 60.1 08/08/22

Temporary Construction crossings have been constructed at MP 48.6 on the single main and MP 60.1 on track 1 and track 2 for IMCS use.

C. PC: Windsor Station - MP 42.9 12/02/21

- 52 feet of continuous high-level platforms are installed on No. 2 track 106 feet north of Central Street at Windsor passenger station stop. The bridge plate is located on the southern end of the platform. The ADA lift has been relocated from the low-level platform to an enclosure 10 feet north of Central Street. Crews must spot trains accordingly to ensure employee and passenger safety.
- No. 2 track low-level platform has been removed from service permanently and is replaced with a ramp leading to the high-level platform.
- 50 feet of continuous high-level platforms are installed on No. 1 track 115 feet north of Central Street at Windsor passenger station stop. The bridge plate is located in the center of the platform. The ADA lift has been relocated from the low-level platform to behind the southern section of the high-level platform in an enclosure. Crews must spot trains accordingly to ensure employee and passenger safety.

Note: Fencing will be installed on the existing Track 1 low level to prevent access for passenger safety.

D. Station Page 10/17/22

The Station Page Note revised as follows.

Note 1: Rule 121. E & F applies on No.1 and No.2 tracks.

E. 240-M1. Signal Rules and Current of Traffic 06/13/22

Note 2. is modified as follows.

Note 2: ACSES. Positive Stop not enforced southbound at Sweeney except Southward Home Signal on Trk 2 (SIG 2S) when facing point switches are out of correspondence.

F. 41-M2 Cars Exceeding 263,000 Pounds 04/18/22

41-M2 is new.

Connecticut Southern Railroad, Inc. (CSO) trains containing cars with a gross weight not exceeding 286,000 pounds may operate on all tracks between Hartford (MP 36.6) and Springfield (MP 62.0). **Note:** Cars operating on all other segments of the MRS Line are limited to 263,000 pounds, per SI 41-S2.

G. 104-M2. Switches Equipped with Electric Locks 09/26/22

The hand operated switches at MP 25.8, 50.4, and 53.8 are in service and equipped with electric locks.

Location	Track	Switch	Notes
MP 25.8	No. 1	Facing Point to Berlin South Wye	1, 2, 4
MP 50.4	Single	Trailing point to Nutmeg Building Supply	1, 2
MP 53.8	Single	Trailing point to Enfield Lumber Supply	1, 2

H. 132-M2. Marked Bridges 06/28/21

The follow instruction is new and added.

In the application of Special Instruction 132-S2, bridge markers conforming to the milepost location have been placed at the following locations:

Bridge Name	Milepost
Old State Road	15.71
Gypsy Lane	16.80
So. Colony St	18.09
Farmington Ave	25.81
New Britain Ave	32.97
Park St	35.22
Capitol Ave	36.57
Asylum St	36.57
Church St	36.7
Windsor St	37.36
Batchelder Rd	42.68
Palisado Ave	43.07
Asnuntuck St	54.01
Main St	54.02
Elm St	61.42
E Columbus Ave	62
Main St	62.11
Chestnut St	62.39

I. 138-M1. Public Crossings at Grade 07/18/22

138-M1 the table is modified as follows

MP	CROSSING	TRACKS	1	2	3	NOTES
46.6	Trolly Barn	Single	-	-	-	2
55.6	Saw Mill	1 & 2	-	-	-	2
56.7	Bark Haul Rd	1 & 2	-	-	-	.....
~~60.1~~	~~Construction~~	~~1 & 2~~	~~...~~	~~...~~	~~...~~	~~2~~
61.2	State Street	1 & 2	-	-	-	.....

J. 277-M1. Highway-Rail Grade Crossings Automatic Horn System (AHS)

1. Cooper Street MP 18.3 07/01/19

The Automatic Horn System (AHS) at Cooper Street MP18.3 is removed from service. Engineers are reminded to sound the engine horn in accordance with Rule 19 (b) approaching Cooper Street Crossing.

VI. Mainline: Dorchester Branch (DB)

A. 1-D1. Boston Terminal Operations Notice 10/31/22

1-D1 is deleted. The Southampton St. Yard Bulletin replaces the Boston Terminal Operations Notice effective 12:01 AM Monday, October 31, 2022.

B. 1-D2. Southampton St. Yard: Southampton St. Yard Bulletin / Operating Instructions – Southampton St. Yard 10/31/22

1-D2 is new and added as follows:

1. Yard Bulletins

Yard Bulletins will be issued for Southampton St. Yard and the Boston Terminal area as necessary and will contain instructions for crews who will operate in this location. They will be numbered consecutively and will remain in effect until superseded by the next Yard Bulletin.

Yard Bulletins do not modify or supersede any operating rule or special instruction. Employees will be governed by the most recent operating rule and/or special instruction in effect if any conflicting information exists. Employees who will operate within these yards must familiarize themselves with the current Yard Bulletin and comply with its instructions. If no Yard Bulletin is posted, employees must contact the appropriate employee in charge for instructions.

System Operating Practices will reissue the Yard Bulletin as necessary.

C. 4-D1. Job Briefings – Southampton St. Yard 10/31/22

4-D1 is deleted.

D. 16-D1. Blue Signal Derails 10/31/22

16-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Derails in Southampton St. Yard" section.

E. 16-D2. Blue Signal Protection – Southampton St. Yard 10/31/22

16-D2 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Blue Flag Protection" section.

F. 20-D1. Southampton St. MBTA & S&I Building 10/31/22

20-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Entering and Operating within the Confines of the Amtrak S&I Building" section.

G. 36-D1. Southampton Street Yard - Wet Loop Trainwash Facility 10/31/22

36-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Train Wash Facility Instructions" section.

H. 43-D1. Southampton St. Yard: Close Clearance 10/31/22

43-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Close Clearances" section.

I. 101-D1. Movement within Shop Area 10/31/22

101-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Entering and Operating within the Confines of the Amtrak S&I Building(s)" section.

J. 104-D1. Normal Position of Switches and Crossovers at Specific Locations. 06/21/21

SI 104-D1 is revised as follows.

Switch Location	Connecting	With	Normal Position is for Movement	Note
Amtrak Running Track, 100 feet east of the 31 Switch at Cabot	Amtrak Running Track	S&I 3 (Fuel) Track	To the Amtrak Running Track	…

K. 104-D2. Radio Controlled Switches 10/31/22

104-D2 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "DTMF Radio Controlled Switches" section.

L. 104-D3. Southampton St. Yard: Entering & Leaving 10/31/22

104-D3 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Entering & Leaving Southampton St. Yard" section.

M. 116-D1. Shoving Or Backing Movements 10/31/22

116-D1 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "General Requirements" section.

N. 138-D2. Southampton St. Yard: Road Crossings 10/31/22

138-D2 is deleted and relocated to the South Hampton St. Yard Bulletin contained within the "Road Crossings" section.

O. 138-D3. Southampton St. Yard: West End Access 10/10/22

138-D3 is deleted and relocated to the Boston – New York Notice.

VII. Main Lines: Middleboro (MM)

A. Station Page 12/18/21

The Station Page is revised as follows.

Stations		MP	INT	PS	Notes
Begin/End PTC Sign		0.63	…	…	4
Cabot	**R**-Dorchester TD	1.0	X	…	3

Note 3: Tracks north to south are numbered 1 and 2 within the interlocking.

Note 4: On Track 16 at MP 0.63, adjacent to the eastbound home signal for Broad on Track 14, an "END PTC" sign is installed governing eastbound moves and a "BEGIN PTC" sign at the same location governs westbound moves.

B. 240-O1. Rules in Effect 02/01/22

SI 240-O1 is revised as follows.

On tracks where Rule 261 is in effect, ABS Rules, CSS Rules 550 through 561, and PTC Rules 580-590 and all ACSES special instructions are in effect for movements in both directions except as exempted by SI 580-S2.

Between	Tracks				Notes
	No. 1	No. 2	No. 14	No. 16	
Tower 1 & East Limits of Cabot Int	…	…	261	…	1
Tower 1 & Begin/End PTC Sign	…	…	…	261	1
Begin/End PTC Sign & East Limits of Cabot Int	…	…	…	261	
Cabot Int	Int	Int	…	…	2

Note 1: CSS and ACSES rules not in effect. **Note 2**: CSS and ACSES rules are in effect in Cabot Interlocking

C. 37-O1. Passenger Trains and Freight Trains Maximum Speeds and Speed Restrictions, Unless Otherwise Restricted 12/18/21

SI 37-O1 is revised as follows.

Passenger Trains					
Between/At	Tracks				
	No. 1	No. 2	No. 14	No. 16	Other
West Limits Tower 1 & East limits Cabot Int.	...	...	20	~~20~~ …	…
West Limits Tower 1 & Begin/End PTC Sign	...	...	...	20	
Begin/End PTC Sign & East limits Cabot Int	...	...	...	30	
Cabot Int.	~~20~~ 30	~~20~~ 30	…	…	…
Freight Trains					
Between/At	Tracks				
	No. 1	No. 2	No. 14	No. 16	Other
West Limits Tower 1 & East limits Cabot Int.	...	...	~~20~~ 10	~~20~~ 10	…
Cabot Int.	10	10	…	…	…

VIII. System Instructions

A. Electrical Operating Rules and Instructions AMT-2:

1. *The following instructions are deleted in General Order 901 in their entirety.* **11/01/21**

j) 47-S5 is deleted in its entirety and is now located in AMT-2, 1.4, page 11.

k) 47-S6 is deleted in its entirety and is now located in AMT-2 2.4, page 29.

l) 47-S7 is deleted in its entirety and is now located in AMT-2, 2.801, page 34.

m) 47-S8 is deleted in its entirety and is now located in AMT-2, 2.301, 2.302. page 26.

n) 47-S9 is deleted in its entirety and is now located in AMT-2, 2.305, page 26

o) 47-S10 is deleted in its entirety and is now located in AMT-2, 7.102, page 53.

2. 1.0 General Instructions for all Employees 02/07/22

a) 1.4 Class "A" protection

(1) 1.403

AMT-2 1.403 is replaced in its entirety as follows.

A Class "A" employee must ensure another Class "A" employee is transferred the responsibility of oversight before leaving a job site. If a Class A employee cannot be present, the person in charge must be notified, and work in the vicinity of the circuitry or apparatus must cease with all persons and equipment at a safe distance. The Class "A" Employee will obtain all required signatures on a standard clearance form or permit before their departure.

(2) Table 1 – Minimum Approach Distances

The following note has been changed in the Minimum Approach Distances Table on pg. 11.

*18 inches permissible at Steady Spans with Class "A" supervision per AMT-2 ~~4.11~~ 4.126.

3. 1.8 Use of Approved Barriers 02/07/22

a) 1.804 (Table)

The table in AMT-2 1.804 is modified as follows.

Voltage (V)	Minimum Clearance (inches)

	Horizontal	Vertical
750 DC	12	6
~~1-35~~ 1,000-35,000 AC	18	9*
>~~35-138~~ 35,000-138,000 AC	72	72
*Barriers of timber construction require 12". Clearance to grounded steel is 9".		

(1) 1.810

AMT-2 1.810 is modified as follows.

Prior to use, barriers must be inspected and approved by the ~~Deputy Chief Engineer~~ Assistant Division Engineer – ET or his representative to ensure they meet the submitted design criteria and are sufficient to provide protection.

4. 1.9 Generators 02/07/22

a) Table 3 - Telephone Numbers

Table 3 "Telephone Numbers" on pg. 18 is modified as follows.

METRO NORTH RAILROAD		
Power Director – MNRR Mill River MP 72.9 to CP 216 MP ~~18.9~~ 18.7.		(212) 340 – 2100
NEW YORK DISPATCHING OFFICE		
Power Director – Zone 1 ~~Shell MP 18.9~~ CP 216 MP 18.7 to Bergen MP ~~3.3~~ 3.2	521 – 7684 521 – 7685	(212) 630 – 7684 (212) 630 – 7685
Emergency Only Power Director – Zone 1	521 - 7911	(212) 630 – 7911
Power Director – Zone 2/3 Bergen MP ~~3.3~~ 3.2 to Holmes MP 76	521 – 7680 521 – 7681	(212) 630 – 7680 (212) 630 – 7681
Asst. Chief Dispatcher	521 – 7465	(212) 630 – 7465

Table 1 - TELEPHONE NUMBERS*

*While Mileposts in the above table are accurate, location names represent the nearest railroad characteristic.

5. 2.0 Rules and Instructions Pertaining to Transportation Personnel.

a) 2.104 05/30/22

AMT-2 2.104 is modified as follows.

Dead Sections (DS) are installed in overhead catenary wires at certain locations specified in Table 5. DS signs designate the limits of these sections. (See Figure 13).

All electric equipment approaching a DS will be governed by the following: Place Throttle/Controller in OFF or COAST and open the Main Circuit Breaker (MCB), if equipped, keeping it in that position until the DS is passed.

Figure 13 – DEAD SECTION SIGN

b) 2.4 Catenary or Third Rail Power Outages 02/07/22

AMT-2 2.4 title is modified as follows.

(1) 2.401

AMT-2 2.401 is modified as follows.

When a catenary or third rail power outage occurs, the Power Director shall notify the Train Dispatcher or Employee having jurisdiction over track(s) of the power outage limits and affected tracks.

6. 2.6 Inspecting for Catenary or Third Rail Damage 02/07/22

AMT-2 2.6 title is modified as follows.

a) 2.601

AMT-2 2.601 & Table 8 "Catenary Inspections" is modified as follows.

When a catenary infrastructure inspection is required, the Train Dispatcher must not permit trains to enter the affected area without receiving instructions to inspect for damage at the speeds shown in Table 8.

Reason for Inspection	Track(s) Inspection Required	Inspection Speed*
AC or DC power outage with unknown cause, power restored on the first attempt	Affected Track(s)	Normal Speed
AC power outage with unknown cause, power not restored on the first attempt	All Tracks through the affected area	30 MPH Prepared to drop pantograph
DC power outage with unknown cause, power not restored on the first attempt	All Tracks through the affected area	Restricted Speed
Train reported with carbon strip damage	Tracks used by engine since last pantograph inspection	Normal Speed
Train reported with damage other than carbon strip damage	All tracks 5 miles to rear of train	30 MPH Prepared to drop pantograph
* Power Directors may direct Train Dispatchers or Operators to inspect at slower speeds, if necessary, to ensure thorough inspection.		

Table 8 - CATENARY OR THIRD RAIL INSPECTIONS

b) 2.603

AMT-2 2.603 is replaced in its entirety.

When instructed to inspect for third rail damage, trains must:

(1) Inspect the third rail infrastructure for defects on the track they are operating (or an adjacent track if so instructed) within the limits specified.

(2) Report the results of their inspection to the Train Dispatcher or Operator when clear of the specified limits.

c) 2.604

AMT-2 2.604 is replaced in its entirety.

Results of infrastructure inspections must be relayed to the Power Director by the Train Dispatcher.

d) 2.605

AMT-2 2.605 is replaced in its entirety.

Power Directors may waive the requirement for trains to inspect the catenary or third rail if a Class "A" Employee has performed a visual inspection of the affected area from the right of way.

e) 2.606

AMT-2 2.606 is new.

Infrastructure inspections directed by the Train Dispatcher are to remain in effect until a train has performed a complete inspection and either the cause of the power outage has been determined or the train reported "no exceptions taken" on the affected track(s). The Train Dispatcher/Power Director may require additional inspections depending on the circumstances of the outage.

f) 2.904 **04/18/22**

AMT-2 2.904. G. is new.

When an AC or DC plate order is in effect, the controller (employee specified by Timetable) must not authorize any movement of equipment into the protected area unless it has been verbally confirmed that the consist does not have any raised pantographs or 3rd rail shoes in contact with the 3rd rail.

7. 3.0 Rules and Instructions Pertaining to Mechanical Activities 02/07/22

a) 3.1 Electric Engine

(1) 3.105

AMT-2 3.105 is replaced as follows.

Repair work on or near main power circuits on electric engines or MU cars must not be performed under energized (LIVE) wire until pantographs have been lowered, grounding switches have been closed, and standard tags have been applied by the Class "A" or "B" Employee in charge. Other Employees performing this work must obtain permission from a Class "A" or "B" Employee before starting work and must advise the Class "A" or "B" Employee when work is completed. Mechanical warning tags must be removed by the Class "B" Employee who applied them. Grounding switches must not be opened until tags are removed and it is known that all persons are clear of main power circuits.

(Do Not Operate Tags (NEC-105) must be removed according to these instructions.)

8. 4.0 Rules and Instructions Pertaining to Electric Traction Activities 02/07/22

a) 4.102

AMT-2 4.102 is modified as follows.

While on duty, qualified Class "A" Employees must have in their possession a copy of all applicable schematics or prints of the work zone, the Electrical Operating Rules and Instructions (AMT-2), Standard Operating Instructions (SOI), and RWP manual.

b) 4.105

AMT-2 4.105 is modified as follows.

The Person in Charge will ensure a documented "ET Job Briefing" (NRPC 3044ET) is conducted. When working on or near tracks, with or without equipment, an "On Track Briefing" is required in addition to an "ET Job Briefing". When the work requires working at heights, an "ET Fall Protection Job Briefing" must be conducted using (NRPC ~~3416ETFP~~ 3418).

c) 4.107

AMT-2 4.107, B, and K are modified as follows.

B. Perform or direct switching and tag application as directed by the Power Director to ensure the work site is de-energized.

K. Perform or direct switching and tag removal as directed by the Power Director.

d) 4.116

AMT-2 4.116 is modified as follows.

Employees must identify themselves when calling the Power Director. ~~State your full name and position~~.

e) 4.117

AMT-2 4.117 is replaced as follows.

Any electrical equipment found to be not operating as intended or available for service must be reported to the Power Director, tagged out of service, and tracked for repair.

f) 4.121

AMT-2 4.121 is modified as follows.

Apply and remove temporary protective grounds only when authorized to do so by Class "A" Employee who obtained the clearance.

g) 4.123

AMT-2 4.123 is modified as follows.

Do Not Operate Tags (NEC-105) must be filled out completely and accurately including information detailing the reason for placing the equipment out of service. Before removing or directing the removal of Do Not Operate Tags (NEC-105), make a thorough check to ensure that all personnel, equipment, and tools are in the clear of the circuits involved and have received proper notification that grounds have been removed. Do Not Operate tags must not be removed from the switches without the authority of the Person in Charge or the Power Director.

h) 4.124

AMT-2 4.124 is modified as follows.

All Do Not Operate Tags (NEC-105), which have been used as outlined in the foregoing, will be forwarded to the Assistant Division Engineer – ET.

9. 4.2 Rubber Gloves and Rubber Mats **02/07/22**

a) 4.210

AMT-2 4.210 is modified as follows.

Do not use rubber gloves beyond ~~90 days~~ 6 months of the date they were last tested.

10. 4.3 Grounding **02/07/22**

a) 4.314

AMT-2 4.314 is modified as follows.

All work must be performed between temporary protective grounds unless the employee is working on an insulator between a grounded structure and a circuit. When working on a section insulator or other in-span insulator, only one temporary protective ground on either side of the insulator is necessary.

11. 4.5 Catenary Work **02/07/22**

a) 4.505

AMT-2 4.505 is modified as follows.

When renewing catenary wire on a curve, ~~tie~~ secure new wire to old wire at each hanger location to prevent wire from fouling train on adjacent track.

12. 8.0 Rules and Instructions Pertaining to Power Directors and Load Dispatchers **02/07/22**

a) 8.105

AMT-2 8.105 is modified as follows.

The Power Director and Load Dispatcher must identify themselves when answering the phone and radio. ~~State your full name and operating zone assigned.~~

b) 8.106

AMT-2 8.106 is new.

All work-related matters, conducted by Power Directors and Load Dispatchers, will be conducted on a recorded line using three-part communication when required.

13. 9.0 Glossary **02/07/22**

a) Contractor

The definition for Contractor in AMT-2 is replaced as follows.

Contractor: Personnel working on or near Amtrak property that are not qualified AMT-2 Class A, B, or C.

B. Air Brake, Equipment and Train Handling Rules and Instructions AMT-3: Changes, Additions

1. 2.0 Operations

a) 2.14 Train Make Up – Securing Equipment **08/08/22**

The following is added to AMT-3 Instruction 2.14 "Train Make Up – Securing Equipment"

<table>
<tr><th>Equipment to be Secured</th><th>On Level Track</th><th>On a Grade</th></tr>
<tr><td>One car</td><td>1. Apply hand/parking brake.
2. Release air brakes.
3. Wait one minute.
4. If car does not move, hand/parking brake is effective.
5. Apply air brakes.
6. Chock both sides of one truck or one wheel.
7. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-6.
8. If car does not move, chocks are effective.</td><td>1. Apply hand/parking brake.
2. If engine is on downhill side of car, stretch slack. If engine is on uphill side of car, bunch slack.
3. Release air brakes on car only.
4. If car does not move for one minute, hand/parking brake is effective.
5. Chock both sides of one truck or one wheel.
6. If hand/parking brake is not effective, chock both sides of one additional truck or wheel. Repeat steps 2-6.
7. If car does not move, chocks are effective.</td></tr>
<tr><td>Two or more cars</td><td>1. Apply hand/parking brake on at least two cars.
2. Release air brakes.
3. Wait one minute.
4. If cars do not move, hand/parking brake is effective.
5. Apply air brakes.
6. Apply more hand/parking brakes on cars if hand/ parking brake is not effective. Repeat steps 2-5.
7. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel.
8. If cars do not move, chocks are effective.</td><td>1. Apply hand/parking brake on at least two cars.
2. If engine is on downhill side of car, stretch slack. If engine is on uphill side of car, bunch slack.
3. Release air brakes on cars only.
4. If cars do not move for one minute, hand/parking brake is effective.
5. Apply more hand/parking brakes on cars if hand/parking brakes is not effective. Repeat steps 2-4.
6. If hand/parking brakes are not effective or cannot be tested, chock both sides of one truck or one wheel</td></tr>
<tr><td rowspan="2">Locomotives (single or multiple)</td><td>1. Apply hand/parking brakes on all locomotives.
2. Fully release automatic and independent brake, if equipped. Release parking brake on Cab Cars.
3. Wait one minute.
4. If locomotive(s) do not move, hand/parking brake is effective.
5. If hand/parking brake is not effective, chock both sides of one truck or one wheel. Repeat steps 2-4.</td><td>1. Apply hand/parking brakes on all locomotives.
2. Fully release automatic and independent brake, if equipped. Release parking brake on Cab Cars.
3. If locomotives(s) do not move, hand/parking brake is effective.
4. If hand/parking brake is not effective, chock both sides of one wheel or truck. Repeat steps 2-4.</td></tr>
<tr><td colspan="2">1. Chock both sides of one wheel or truck when securing a single locomotive.
2. Make a Full Service brake application with the ABV handle.
3. Place the independent brake in the “Full Application” position, if equipped.
4. Place the throttle / controller in “IDLE” or “OFF” position.
5. Place reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped.
6. Place generator field switch/breaker in the “OFF” or “DOWN” position, if equipped.
7. Place the isolation switch in the “ISOLATE” position, if equipped.
NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing “STANDBY HEP”.</td></tr>
<tr><td rowspan="3">Locomotives with cars coupled together</td><td colspan="2">Apply all hand/parking brakes on all locomotives.
No less than a total of two hand/parking brakes must be applied (Locomotives + cars = total hand/parking brakes).</td></tr>
<tr><td>1. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars.
2. Wait one minute.
3. If equipment does not move, hand/parking brakes are effective.
4. Apply more hand/parking brakes if equipment moves. Repeat steps 2-4.
5. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary to prevent movement.</td><td>1. Fully release the automatic and independent brake, if equipped. Release parking brake on Cab Cars.
2. If equipment does not move, the hand/parking brakes are effective.
3. Apply more hand/parking brakes if equipment moves. Repeat steps 2 and 3.
4. If equipment moves after all hand/parking brakes are applied, apply chocks to one wheel or one truck and to additional wheels as necessary to prevent movement.</td></tr>
<tr><td colspan="2">1. Make a Full Service brake application with the ABV handle.
2. Place the independent brake in the “Full Application” position, if equipped.
3. Place the throttle / controller in “IDLE” or “OFF” position.
4. Place reverser in “NEUTRAL” position and remove, if removable, and place the reverser in the fusee holder, if equipped.
5. Place generator field switch/breaker in the “OFF” or “DOWN” position, if equipped.
6. Place the isolation switch in the “ISOLATE” position, if equipped.
NOTE: GE P-32BWH, P-40BH, and P-42BH locomotives will be considered isolated when unit is providing “STANDBY HEP”.</td></tr>
</table>

2. 3.0 Equipment Inspections / Brake Tests Section

a) 3.6 Locomotives – Standing Locomotive Brake Test 05/02/22

The following is modified in AMT-3. 3.6.2.

3.6.2 Follow the steps in the table below to perform a Standing Locomotive Brake Test.

Standing Locomotive Brake Test	
Step	**Action**
Automatic Brake Test	
15	Upon initial movement, perform a Locomotive Running Brake Test (Instruction ~~2.6~~ 3.7).

b) 3.9 Train Brake Tests & Mechanical Inspection 05/02/22

The following is modified in AMT-3. 3.9.1 & 3.9.3.

3.9.1 Passenger Train Class I Brake Test / HST Departure Test

A. Class I Brake Test Requirements

3. When Class I brake test has expired proceed per instruction ~~2.19.3E.~~ 2.19.2E.

3.9.3 Passenger Train Class IA Brake Test

A. Class IA Brake Test Requirements

4. When equipment will be moved between the maintenance facility and originating passenger terminal without a MAP 1173/10C Summary per Definition "Passenger Equipment" and instruction ~~3.9.4D.~~ 3.8.4D.

3. 4.0 Train Control Systems Section

a) 4.2 Automatic Train Control System (ATC) 05/02/22

The following is modified in AMT-3. 4.2.3. A. 14.

(1) 4.2.3 ATC (Cab Signal) Departure Test

A. ATC (Cab Signal) Daily Departure Test

14. When the least restrictive aspect ("CLEAR" on 4 ADU; "CLEAR 150" or "CLEAR 160" on 9 ADU and ~~Intelligent~~ ADU) is displayed, cab signal audible alarm will sound, and a penalty application will occur.

The following is modified in AMT-3. 4.2.3. B. 4.

B. ATC (Cab Signal) Daily Departure Test will be considered as failed when any of the following conditions/faults are discovered during the test:

4. Test overspeed condition at "Clear 150" or "CLEAR 160" on 9 ADU and ADU ~~Aspect/Intelligent Display Unit~~ does not initiate a penalty application of the brakes within 8 seconds.

4. 5.0 Tables and Forms Section

a) MS 2.0 Passenger Car Tread Brake Unit Slack Adjuster Inspection Procedure 05/02/22

The following is modified in AMT-3. MS2.3

(3) MS 2.3 Secure equipment per instruction ~~3.5~~ 2.14 before going under or fouling car and then release the handbrake. Ensure brakes are released.

b) MS 6.2 Periodic Brake Maintenance Requirements for Equipment in Freight or Non-Passenger Service 07/04/22

The following is modified in AMT-3. MS6.2

(4) MS 6.2.1. D. 2. Secure Equipment per Instruction ~~3.5~~ 2.14.

C. A-S4. Books in Effect 05/02/22

SI A-S4 is revised as follows.

a) ~~Air Brake and Train Handling Instructions (AMT-3), revised & reissued July 31, 2019. (Applies to Amtrak Train & Engine Service and Mechanical Employees)~~

b) Air Brake, Equipment and Train Handling Rules and Instructions (AMT-3), revised & issued April 1, 2022 (Applies to Amtrak Train & Engine Service and Mechanical Employees).

c) ~~Standards of Excellence (NRPC 2525), issued February 1, 2019. (Applies to all Amtrak employees.)~~

d) The Code of ethics and standards for behavior, issued November 1, 2020 (Applies to all Amtrak Employees)

e) Amtrak System General Road Foreman Notices issued ~~February 1, 2018~~. April 1, 2022 (Applies to Amtrak Engine Service Employees)

D. C-S3. OPERATING RULES QUALIFICATION 10/17/22

C-S3 table for employees returning to duty is modified as follows.

After an Absence of:	Employee Must:
6 to 12 months	Contact the Training & Development Department. Attend and pass an annual Operating Rules re-qualification class.
Over 12 months	Contact the Training & Development Department. Attend and pass a special Operating Rules re-qualification class, as determined by Operating Practices Department.

E. C-S4. Physical Characteristics Qualification/Promotion Conductors and Engineers 08/01/22

SI C-S4 is revised as follows.

1. Territory Qualification

Employees intending to transfer to a different crew base or that are required to requalify over a route, must contact the Road Foreman or Trainmaster for the respective crew base and inquire about qualification requirements and schedule training classes.

Procedures must be followed based on the Amtrak Route Qualification Plan, maintained by the Amtrak System General Road Foreman Office and located on the System General Road Foreman Office All Aboard page.

To initially qualify on a new operating rule book, Assistant Conductors must attend training and pass an initial qualification examination. Promoted Conductors and Engineers, not previously qualified to work as a conductor or engineer under the operating rule book in effect for the new crew base or route, must attend training and demonstrate their knowledge by passing an examination for their respective craft. Employees will retain their original promotion date, as this examination is for qualification purposes, not promotion. Operating rules qualifications granted for operation in limited territory, such as a terminal, are not valid outside of a specified territory.

a) Conductors

Conductors that transfer to a different crew base or have not maintained their qualification over the territory (not made an annual trip over the territory ~~in the preceding 12 months~~) must fulfill the following requirements:

- Must be qualified on the required operating rules and signals for the territory.
- Must pass an oral review of the territory with the appropriate supervisor.
- Must make the minimum number of head end and in-train trips over the entire route. (The minimum number of head end trips may vary depending on the route, but will not be less than two and at least one in-train trip is required).
- Must have Temporary Train Authorization Permit (form NRPC 2889) signed by the assigned Engineer to document trips. Completed forms will be turned into the designated Road Foreman or Trainmaster.
- Must pass a final written or computer-based PC test for the entire route.

Conductors that transfer to a different crew base will be considered in training status until all requirements are completed. Assistant Conductors preparing for promotion must complete the qualification requirements before attending a promotion class.

2. Retaining Qualification 07/04/22

Engineers: Must perform one (1) trip in one direction over the entire route every 12 months (also known as a Refamiliarization Trip) ~~operate the train over the territory involved for 100 miles or the entire route, in one direction, if the route is less than 100 miles at least once within 12 months~~ to retain qualifications. To retain qualifications in strictly a terminal or yard, the engineer must operate within the territory for a minimum of two hours. A Temporary Train Authorization Permit (form NRPC 2889) must be obtained from the Superintendent or designated representative. The Temporary Train Authorization Permit will indicate the portion of the railroad over which the trip to retain qualification was made and be validated by the assigned engineer. The completed Train Authorization Permit must be presented to the designated subdivision officer, who will record the date in the employee's record of qualification file.

If an engineer has not made at least one trip in the preceding 12 months, they must requalify over the territory.

In addition to the above requirements, for the first 12 months after qualifying on any territory, an engineer who has not made at least one trip over the territory in 30 days must meet with the appropriate supervisor to review the territory and any changes or special conditions prior to operating over the involved territory.

F. C-S5. Physical Characteristics Qualification for Engineering Department Employees 10/17/22

C-S5 table for employees returning to duty is modified as follows.

After an Absence of:	Employee Must:
30 days to 6 months	Contact the ~~Operating Practices Department~~ Training & Development Department or a qualified Supervisor to determine what physical characteristics changes were made during their absence.
6 to 12 months	Same contact as above, plus make a head end ride over territory.
Over 12 months	Re-qualify on the territory.

G. L-S1. Authority to Board and Ride Trains 06/06/22

SI L-S1 is replaced as follows

1. Authorized Persons

Only authorized persons are permitted to ride Amtrak locomotives and/or trains without transportation and must receive the proper authorization permits from the System General Road Foreman's Office, Operating Practices, or local Division Road Foreman & Trainmasters. Persons required to qualify on the physical characteristics or perform services and/or inspections must have in their possession at least one type of authorization as listed below. Each person authorized to board Amtrak locomotives and/or trains to qualify on the physical characteristics or perform services and/or inspections must identify themselves to the engineer or conductor and show proper credentials and authorization. Inspectors should also identify themselves to any official present. Whenever traveling for non-business purposes, inspectors must purchase proper transportation.

2. Types of Authorization

a) Amtrak Head End and Train Authorization Permit (Blue):

(1) Photo ID authorizes bearer to ride head end or body of train to learn physical characteristics or perform services and/or inspections.

b) Amtrak Train Inspection Permit (Red):

(1) Photo ID authorizes bearer to ride body of train (NOT HEAD END) to perform services and/or inspections.

c) Amtrak Temporary Train Authorization Permit (NRPC 2889 02/04):

(1) Authorizes bearer to ride head end or body of train to learn physical characteristics or perform services and/or inspections (see Page 4). Permit must indicate whether "Head End and Train" or "Train Only".

d) Amtrak Police Identification.

(1) System Wide - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all Amtrak trains.

(2) Amtrak Property - With a photograph, authorizes Amtrak Police Officers to board and ride head end or body of all trains operating on Amtrak property (Northeast Corridor, Chicago Terminal, etc.).

e) Photo ID of individual working for a Municipal, State or Federal Regulatory Agency:
   (1) Authorizes inspectors and employees of such agencies to ride head end or body of Amtrak trains to perform services and/or inspections.

f) Valid Head End Permit from other railroads/transportation authority (On Amtrak property between Washington, DC and Boston, MA):
   (1) Authorizes bearer to ride head end to perform services and/or inspections on passenger trains other than those in Amtrak service. When doing so they must comply with all Amtrak rules, procedures, and instructions.

g) Valid Head End Permit from other railroads/transportation authority (On other than Amtrak property between Washington, DC and Boston, MA):
   (1) Authorizes bearer to ride head end to perform services and/or inspections.

NOTE: Where these instructions conflict with the policy of a foreign carrier over which Amtrak trains operate, the foreign carrier policy will govern.

3. Head End Occupancy with Student Engineer Present

a) Individuals in the following categories may occupy the operating cab of a train while a Student Engineer is present:
   (1) A member of the assigned Train and Engine crew (Engineer, Second Engineer, Conductor, Assistant Conductor), in the performance of their duties only.
   (2) An FRA/State Inspector performing an inspection.
   (3) A Designated Supervisor of Locomotive Engineers evaluating a Student Engineer or an assigned Engineer.

b) If an emergency occurs that requires a person not in one of the above categories to ride in the operating cab while a Student Engineer is present, the Student Engineer must not be permitted to operate the train.

NOTE: Train crew members must not occupy the operating cab of a train for the purposes of qualifying on physical characteristics when there is a Student Engineer present.

4. Employees in the Locomotive Cab

a) Employees are permitted to ride the head end only in the performance of their duties. They must at all times remain vigilant for signals and conditions ahead and must not interfere with the Engineer's vigilance.

b) Any person NOT qualified on ANY operating rules must not occupy the head end without being accompanied by a qualified supervisor.

c) Deadheading employees are prohibited from riding in the operating cab of trains.

   No more than four (4) people including the operating crew, are permitted to ride in the operating cab or compartment of any locomotive, control car or multiple unit train.

   Exceptions to this policy are permitted when authorized specifically by the System General Road Foreman's Office for situations such as testing, special trains, and unusual operating conditions.

d) Prior to Boarding the Locomotive, an authorized rider must:
   (1) Identify himself /herself to the Conductor or another Train crew member when practicable without delay to the train. When unable to identify yourself to the Conductor or another member of the Train crew, inform the Engineer of your Name, Company, Title, Origin and Destination. The Engineer will then immediately relay this information to the Conductor via radio.
   (2) Present the Head End Authorization for inspection.
   (3) State the purpose of riding.
   (4) State qualifications (i.e., Operating Rules, Physical Characteristics).

e) While in the operating cab, an authorized rider must:
   (1) Not distract the engineer from the performance of his/her duties. There must be no unnecessary conversation.
   (2) Wear the required personal protective equipment
   (3) If qualified on the Operating Rules, call signals affecting the movement of the train.

(4) If qualified on Physical Characteristics, remind the Engineer of temporary restrictions when required by Operating Rules.

5. Post-Accident Testing of Railroad Employees by State or Local Authorities.

Amtrak employees involved in a grade crossing or other railroad accident have no obligation to submit to a breath or other toxicological test requested by a state or local law enforcement authority, unless the authority has specific cause to believe the individual they wish to test has committed a criminal law violation, which may include being impaired by alcohol or drugs.

Section 205 of the Federal Railroad Safety Act of 1970 (45 U.S.C. 434) prohibits states from adopting laws with respect to railroad safety if the Federal Railroad Administration (FRA) has adopted standards governing the subject matter, unless the state requirement 1) is necessary to eliminate a particular local problem and 2) will not unduly burden interstate commerce. In no event may localities adopt laws with respect to railroad safety.

In 49 CFR Part 219, the FRA has promulgated broad regulations regarding the control of the use of alcohol and drugs by railroad employees. These regulations include very specific provision concerning testing operating employees for reasonable cause and after major accidents. In adopting these regulations, the FRA specifically determined that, in the absence of reasonable cause to believe a specific individual is impaired based on his appearance or behavior, it was not necessary to require testing of train crews in connection with collisions of a train and an automotive vehicle at a rail/highway grade crossing. (See 49 CFR 219.201 (b).)

The FRA also determined testing should not be required in the case of a trespasser fatality. Section 219.13 specifies that the regulations have the preemptive effect contemplated by section 205 of the 1970 Federal Railroad Safety Act.

If an Amtrak employee is required to submit to testing after a grade crossing accident, the employee should show this instruction to the law enforcement officer and state that the employee is not volunteering to be tested. The employee should request a specific statement of the legal requirement under which the officer asserts the authority to test, including a correct citation to it. In some instances, law enforcement authorities have attempted to apply highway laws requiring testing to Amtrak crews even though the law clearly did not cover railroad employees. If the officer insists that the employee be tested, the employee should cooperate but be sure to obtain the name and identification number of all officers involved in requiring the test to be performed.

6. Smoking Policy for Locomotive Cabs.

Smoking tobacco or electronic cigarettes is prohibited in Locomotive cabs including Cab Control Cars and Power Cars.

H. 1-S2. Bulletin Orders, Notices & General Orders 06/28/21

In SI 1-S2 items 4 & 5 are revised as indicated below.

4. Notices: A Notice is a publication issued by the designated officer which contains instructions or information affecting individuals governed by the Northeast Corridor Employee Timetable. Notices contain instructions or information that does not affect the movement of trains. Notices will be issued when required but will be summarized quarterly. Summary Notices will be effective at 12:01 AM on the first day of the first month in each quarter (Jan 1, April 1, July 1, and October 1) and their numbers will be ~~prefixed with an "S,"~~ suffixed by the letters "SUM"

Employees must be familiar with Notices as listed below:

Notice	Lines Governed
Boston-New York	NHB, NYT, NYS, MRS, DB, MM
Empire	HUD, NYT, PRB, NGB, & NHB: Cove-Boston (South Station) only
New York-Washington	NYP, NYT, NYS, HUD: "A" to "CP 12" only, PW, LLC, WT, PH, MV

5. **General Notice (GN):** is a publication issued by the designated officer which contains instructions or information affecting Amtrak employees not governed exclusively by the Northeast Corridor Employee Timetable, and which does not affect the movement of trains.

General Notices will be issued when required. All Amtrak employees, **except those who are governed exclusively by the Northeast Corridor Employee Timetable**, must be familiar with the General Notices.

Summary General Notice numbers will be ~~prefixed with an "S,"~~ suffixed by the letters "SUM" and will contain all instructions in effect as of the effective date. They will supersede the previous Summary General Notice and all other General Notices, unless otherwise specified. General Notice(s) in effect will be indicated on the Bulletin Order.

I. 1-S7. ~~Engineering Bulletins~~ IMCS Bulletins **10/03/22**

SI 1-S7 is revised in its entirety as follows.

IMCS Bulletins will be issued as needed by the Director of Operating Practices and will contain information related to rules, procedures and other instructions to the Roadway Worker Protection (RWP), Electrical Operating Rules & Instructions (AMT-2), Special Instructions Governing Construction and Maintenance of Signals and Interlockings (AMT-23), Instructions for Testing Signal Apparatus and Signal Systems (AMT-27), and MW 1000 manuals. Bulletins are numbered consecutively according to the current calendar year and will remain in effect until superseded by the next IMCS Bulletin.

IMCS employees and Conductor Flags must read and understand all additions or changes to the manuals on which they are qualified for and must have them readily available for inspection or review upon request.

The current IMCS Bulletin in effect will be listed in the NEC Bulletin Order under "Publications in effect when this BO was composed."

Posting Locations and Job Briefings: The IMCS Bulletin must be posted at engineering crew bases and other locations where engineering employees and Conductor Flags are required to report. Before beginning a tour of duty each IMCS employee and Conductor Flags must be familiar with the contents of all such bulletins and must cover all information during the job safety briefing.

J. 37-S5. Engines & Equipment: Maximum Speeds, Unless Otherwise Restricted; Dimensions **10/31/22**

SI 37-S5 is revised as follows.

1. Train Type Designation

D – All other passenger equipment that does not meet the criterion for train types A, B, or C, or any combination of passenger equipment that includes a piece of equipment listed as train type D

Note: Train Type "D" trains must not exceed 60 MPH when operating with inoperative cab signals.

2. Engines

Engine No.	Bldr. Model	Speed MPH			Equip. Dimen	Train Type	Notes at End of Table
		Lite	Mltp. Lite	With Train			
Amtrak							
300-374	ALC-42	50	50	125	1	B	…
725 - 754	GP38-3	50	50	65	4	D	…
1737	SW1	30	45	50	4	D	C,W
MBTA							
1115-1139	GP40-MC	50	50	100	4	~~C~~ B	…
MBTX: 2000-2039	HSP-46	50	50	100	4	~~D~~ B	K
3248 & 3249	GS21B	50	50	70	4	~~D~~ C	…
NJT							
~~502~~	~~SW1500~~	~~30~~	~~45~~	~~60~~	~~3~~	~~E~~	…
1001-1005	MP20B-3	30	50	70	2	~~E~~ C	…
4500-4559 Δ	ALP-45DP	50	50	90	1	~~B~~ C	V
4600-4628≤	ALP-46	50	50	100	1	~~B~~ C	…
Engines Marked MNR Operated by NJT:							
4193 & 4194	F40PH-2	50	50	100	4	~~B~~ C	…

3. Speeds – Maximum and Various: Cars

Maryland D.O.T.	Spd	Train Type	Equip Dim
MARC IV Series 8000-8033 coaches, 8090-8094 w/toilet	125	B	1
* MARC IV Series 8045-8059 control cars	125	B	1
* MARC IV control cars must not be operated as lead units in Cab Signal/ACSES territory unless equipped with proper ATC components/event recorder. Push or Pull with under inflated air springs 60 MPH.			
MBTA	**Spd**	**Train Type**	**Equip Dim**
Pullman Standard Cars (Nos. 200-258)	80	~~D~~, B	3
Bombardier Cars 350-389, 600-653 & 1600-1652	80	~~D~~, B	3
MBB Cars (Nos. 500-532 & 1500-1533)	80	~~D~~, B	3
Kawasaki Double Decker Coaches (Series 700, Series 900- 932 & Series 1700)	80	~~D~~, B	4
ROTEM Cab Cars: 1800-~~1827~~ 1870	80	~~D~~, B	4
ROTEM Coaches: 800-~~846~~ 887	80	~~D~~, B	4
NJT	**Spd**	**Train Type**	**Equip Dim**
Multi-Level Control Car Nos. 7000-7061 & Multi-Level Car Nos. 7200-7298, 7500-7767 (trailer)	100	~~B~~ C	1
CDOT	**Spd**	**Train Type**	**Equip Dim**

M-8 Multiple Unit Cars 9100-9738	90	B	1
AMTRAK	**Spd**	**Train Type**	**Equip Dim**
Siemens Venture Coaches 4001-4020, 4101-4134, 4201-4217, 4301-4317	125	B	1
~~Amfleet or Capitoliner cars with **defective bolster anchor radius rod** (Also see **AMT-3** instructions 9.2.3 & 9.4.3)~~	~~30~~		~~1~~
AMTRAK FREIGHT AND MW EQUIPMENT	**Spd**	**Train Type**	**Equip Dim**
Ballast Hopper, Electric Dump 11901 – ~~12009~~12020, 12100 – ~~12119~~ 12129, 12500-12874	50	E	2
MHC-60 Conveyor Hopper: A14702, A14703, A14708, A14709, A14712, A14714, A14716-A14721	50	E	2
Casting Conveyor Flat Car: A15908	50	E	2

K. 34-S7. Maryland DOT Cars: Trap Door Operations 02/14/22

34-S7 is modified as follows.

Passenger cars MARC II series 7700-7735, 7745-7762, 7791-7799, MARC III series 7800-7834, 7845-7858, 7870-7876, 7890-7896, and MARC IV series 8000-8033, 8045-8059, 8090-8094 are provided with release levers to enable an employee on the ground to raise the trap door. Employees may use this lever for that purpose, exercising caution to prevent injury. Employees are permitted to close trap door while standing on the ground for the purpose of securing equipment and Paragraph ~~"f"~~ "c" of Safety Instruction ~~5316~~ 3.20 will not apply to employees performing service with this equipment

L. 34-S9. SC-44 and ALC-42 Siemens Charger Locomotives 02/08/22

SI 34-S9 is modified as follows.

1. Engine Room

Employees must not enter the locomotive engine compartment unless the locomotive is stopped and is idling or shut down. Employees should immediately exit the engine compartment when the diesel engine RPM's increase above an idle status.

Note: Employees may enter the machine room (rear compartment) to protect shove movements in accordance with part ~~"3"~~ "2" of this instruction.

2. Traction Control Unit (TCU) Gas Alarm

The Traction Control Unit (TCU) on SC-44/ALC-42 diesel locomotives are equipped with a Gas Sensor system to detect potentially combustible gas emitted from failures of the capacitors.

When the Gas Sensor system detects gas, a "Gas Alarm" will sound an audible and visual alarm in the rear compartment. A "Gas Alarm" message and fault code will be displayed on the TOD, and a Fire Alarm indicator will flash in the cab of the locomotive. If the locomotive with an active Gas Alarm is trailing an MU alarm will occur in the lead locomotive or control car.

Actions Required for an active Gas Alarm:

- Person(s) in the rear compartment will evacuate to the cab
- Locomotive Engineer will safely stop the movement, avoiding tunnels or structures, if possible.
- Shut down the affected locomotive, and do not attempt to restart
- Contact the train dispatcher
- Make note on the ECR-100/MAP-100, and tag the locomotive with "GAS ALARM – DO NOT START ENGINE"

3. ALC-42 Siemens Charger (300-374) Operating Restrictions

The following restrictions apply to operation of ALC-42 locomotives (300-374) until further notice.

a) ALC-42 locomotives must not operate in the leading position in:

- ATC territory where the system is required, account system not certified for operation,
- ACSES territory where the system is required, account system not certified for operation,
- OR
- ITCS territory where the system is required, account locomotive not equipped with ITCS.

b) ALC-42 locomotives must not operate in MU configuration with P32AC-DM locomotives, account identified incompatibilities when using standard MU cables.

M. 34-S10. Passenger Car Door Operation 05/02/22

SI 34-S10. 2. a) is modified as follows.

1. If an en-route mechanical failure requires a passenger car door to be bypassed, or prevents the door from closing:
   a) The procedures in AMT-3, ~~6.2.~~ Rule 2.19.6 "En-Route Non-Running Gear Defect/Action Table" must be followed.

N. 34-S12. M-8 MU Electric Car Operations 05/30/22

SI 34-S12 is new and added as follows.

1. M-8 MU Electric Car Towing Instructions

- When M-8 MU Electric Car equipment is moved in Tow with compromise coupler, the controlling locomotive must have the brake valve set as "direct release" and the Maximum Authorized Speed must not exceed 30 MPH.
- When M-8 Electric Car equipment is operating in AC Electric Mode, the consist cannot exceed 4-cars.

a) Isolating Brake Equipment

The Dispatcher must be notified when any portion of the train brake(s) has been isolated.

- Service Brake Cutout Cock (SBCO) allows air to pass in the normal position and cuts off the flow of air in the cutout position. When the SBCO is placed in "Cutout", brake cylinder pressure for a service brake application is released on that car. Emergency and dynamic brakes are still available on that car.
- Brake Cylinder Cutout Cock (BCCO) will isolate the tread brake unit (TBU), disc brakes, service, and emergency airbrakes on that single truck of the car. The dynamic brake will remain effective.
- Inshot Magnet Valve (ISCO) will isolate the Tread Brake Unit (TBU) in that one truck in the car. Anytime the SBCO and BCCO are cut out, the Inshot Magnet Valve must also be cut out.
- A RUNNING BRAKE TEST must be performed where any action has been taken that could lessen the effective braking en route.

b) Standard Towing Procedures M-8 Equipment with A Locomotive

(1) Apply Parking Brake(s) on consist as needed to prevent movement.
(2) All Pantographs on the M-8 cars must be down and locked.
(3) Ensure MC handles on ALL M-8 Cars are Keyed Out.
(4) Cut out either interior or exterior Service Brake Cut-out (SBCO) on every car.
(5) Cut out either interior or exterior Emergency Magnet Valve Cut-out (EMVCO) on every car.
(6) Cut in either interior or exterior Loco Haulage Cut-out (LHCO) to TOW position on every car.
(7) Cut out the Main Reservoir Supply Cut-out Cock, this must be done on each car from outside the car.
(8) Apply N6/AAR compromise coupler.
(9) Couple locomotive to M-8 equipment and apply Independent Brake.
(10) Adjust Brake Pipe pressure in the towing locomotive to 110 psi and couple the Tow Hose from the M8 to the locomotive Brake Pipe hose.
(11) Move the Three-way Loco Haulage Service Valve to LOCO HAUL position only on the F-end of the M8 car coupled to the locomotive
(12) Slowly open the Brake Pipe Angle Cock on the locomotive placing it into its full open position.
(13) Perform an Initial Terminal Brake Test.
(14) Release Parking Brake(s).

NOTE 1: The interior Service Brake Cut-out (SBCO), Loco Haulage Cut-out (LHCO) and the Emergency Magnet Valve Cut-out (EMVCO) are located in the center of every car where the 3 seaters are back-to-back.

NOTE 2: M8 equipment in tow will be classified as Freight, the locomotive's Brake Valve Pilot Cutout must be maintained in the FRT (Freight) position.

c) Emergency Towing Procedure For M-8 Equipment with A Locomotive

Emergency Towing must only be performed under the direct supervision of a supervisor. Equipment set-up for Emergency Towing will only have Emergency Brake available with No Service Brake. Equipment must be moved at Restricted Speed. To set equipment up for Emergency Towing, perform the following procedures:

(1) Apply Parking Brake(s) on consist as needed to prevent movement.

(2) Apply the N6/AAR compromise coupler.

(3) Couple the locomotive to the disabled MU equipment and apply the Independent Brake.

(4) Attach the towing locomotive's Brake Pipe hose to the disabled MU's Tow hose.

(5) Move the Three-way Loco Haulage Service Valve to LOCO HAUL position only on the F-end of the M-8 car coupled to the locomotive.

(6) Slowly open the Brake Pipe Angle Cock on the locomotive placing it into its full open position.

- Cut-out/Changes required:
- Cut out all Emergency Magnet Valves (EMV) on A, B and S-cars within consist.
- Cut out Service Brake Cut-outs (SBCO) on A, B and S-cars within consist.

(7) Shut off (open) Air Supply Unit circuit breakers CB-007, located in the B-cars only.

(8) Note: No other valves are required to be used at this time.

(9) Adjust Brake Pipe pressure in the towing locomotive to 110 psi.

(10) Reduce Brake Pipe pressure by 15 psi, use air gauge on rear car to verify reduction in BP for continuity.

(11) Place the controlling Locomotive into emergency, verify emergency on all cars.

(12) Remove all parking brakes.

(13) Recharge Brake Pipe to 110psi and visually verify that all brakes are released.

d) Uncoupling Units

To uncouple M-8 equipment, the following instructions apply:

(1) Apply hand brake(s) on section left standing.

(2) Key-in and charge train with master controller in MAX BK position to 130 psi (minimum).

(3) Place reverser in "REV" position and depress uncoupling valve until you hear both coupler latches retract.

(4) Move master controller into powering position, moving away from the "cut". Allow 10-15 feet between units to prevent potential "roll-back" re-coupling of cars.

NOTE: Assure Emergency brake(s) apply on the cars left standing.

"SQUEEZING" the couplers may be necessary to reduce coupler latch binding or when manually uncoupling the units. EXTREME CAUTION must be exercised to assure cars left standing do not move. To use this method:

(5) Place reverser in "FWD" position and depress uncoupling valve.

(6) Move master controller into powering position, moving towards the "cut".

(7) Quickly move master controller into braking position.

Should this conventional uncoupling method fail, it may be necessary to have a second qualified person operate the uncoupling valve, located in the control cab of the units left standing, opposite the operating cab, and repeat process, or have units mechanically separated with a wrench.

2. Brake Tests

The following brake test procedures are specific to M-8 MU equipment.

(1) Class IA Brake Test:

(a) Apply parking brake(s) necessary to prevent movement.

(b) Place master controller (MC) handle into “MAX BK” and charge train.

(c) Observe Brake Applied Light

(d) Entire train must be inspected to assure:

- All brakes have applied.
- Brake shoes and pads are in good condition and aligned with the wheel
- Tread and Disk surface.
- No leakage is observed. Pneumatic hoses are properly coupled, and cutout cocks are in their correct positions.
- Electrical connections (jumper cables) in place and in good condition
- Pneumatic and electrical connections are secured for 3" rail clearance.

(e) Upon proper signal, place MC into “COAST”.

(f) Entire train must be inspected to assure brakes release and each brake shoe is clear of the wheel tread surface

(g) Upon signal, place MC into “MIN BK” position. Wait approximately 30 seconds, do not acknowledge alertness device and observe a penalty brake application.

(h) Acknowledge and move MC into “MAX BK” to reset penalty brake application.

(i) Pull conductor's valve in rear unit and observe that TOD and air gauge in the lead control cab shows 0-psi BP. Reset Conductor’s Valve.

(j) Reset Conductor’s Valve.

(k) Place MC handle into “MAX BK” position and charge train

(l) Release parking brake(s).

(m) Upon proper signal, place MC into “COAST” and observe brake release light

(n) Place MC into “MAX BK”.

(2) Class II Brake Test:

(a) Apply parking brake(s) necessary to prevent movement

(b) Place MC into “MAX BK” and charge train

(c) Observe Brake applied light

(d) Observe service brake application in rear unit

(e) Upon proper signal, place MC into “COAST”

(f) Observe brake release on the rear unit.

(g) Upon signal, place MC into “MIN BK” position. Wait approximately 30 seconds, do not acknowledge alertness device and observe a penalty brake application.

(h) Acknowledge and move MC into “MAX BK” to reset penalty brake application.

(i) Release parking brake(s).

(j) Place MC into “COAST” and observe brake release indication.

(k) Place MC into “MAX BK” position

(3) Running Brake Test

When train speed *is below 8 MPH*, apply brakes with the MC.

- Observe that the BC pressure increases, and brakes apply with sufficient force to retard movement.

When train speed *is above 20 MPH*, apply brakes with sufficient force to determine Dynamic/Blended brake functions properly.

Failed Running Brake Test: Train must be stopped immediately if air brakes do not operate properly. Repeat running test after cause of failure has been ascertained and corrected. The Dispatcher must be notified if dynamic brake does not operate properly.

(4) Air Pressure

Normal brake pipe pressure for M8 Equipment is between 130-150 PSI.

3. M-8 MU Electric Cars Additional Pre-Departure Inspections

In addition to required inspections, Mechanical forces will note on the inspection form ME-8 that the 3rd shoes have been removed. Crews must inspect the form to ensure that the 3rd rail shoe removal is documented. In the event that the 3rd rail shoe information is missing from the forms, crews may perform a visual inspection to ensure that all shoes have been removed.

4. M-8 MU Electric Cars Door Troubleshooting

a) No Door Closed Light

- Identify a door with faults and/or closing problems using the CDS screen.
- Identify the car using exterior door lights.
- Identify the vestibule with a door problem using interior indicators.
- Lockout the door by throwing the mechanical lever (in the vestibule behind the access panel).
- If still unable to obtain door light, the crew must verify that all doors are closed, operate door bypass, and notify the Dispatcher.

b) Unable to Close Multiple Doors

- Verify that there are no zone/thru switches thrown. This can be seen on CDP.
- Verify that there is no additional door control panel keyed in.
- Check for applicable door faults.

5. M-8 MU Electric Car Hot Bearing

Journals equipped with heat sensitive cartridge and will emit smoke and odor in the event that a hot bearing is reported. Inspect reported bearing for heat, place the 200 Degree F Tempilstik behind the roller bearing cap on the roller bearing cup.

O. 41-S15. Brandt Truck Track Car Tonnage Limits 11/22/21

SI 41-S15 the following equipment is added to the table.

EQUIPMENT	Amtrak Ballast or Other Track Material (OTM) Cars Not Exceeding 100 Tons	Herzog Ballast Cars Not Exceeding 131.5 Tons
600HP Brandt Truck (AX24575, AX24576, AX24577, AX24578, AX24240, AX24241, AX24242, AX24243)	9	7
On Track Grades of 1% or greater (see following table)	6	5

P. 47-S2. Tracks Equipped for AC Electrical Operation 03/07/22

SI 47-S2 is revised as follows.

Employees, when qualifying on the physical characteristics of the railroad, must familiarize themselves with the location of all electrified tracks.

Amtrak main tracks are equipped for AC electrical operation, **EXCEPT**: **New Haven-Boston**-~~Controlled Siding~~ Trk. 3 between Pine & Orchard; ~~Trk No. 4 between Meadow & Triebel; Trk No. 3 between Brook & Saybrook, Trk No. 4 between Groton & Palmers Cove;~~ Trk No. 3 between Stony and end-of-track; Trk No. 4 between Davisville & Malcolm; Trk No. 3 between Packard & Atwells; Trk No. 7 between Atwells and Orms; Trk ~~No. 4 between Hebronville & Holden~~; Trk No. 3 between Thatcher & Holden; Boston South Station Trks 1 & 13; MRS Line - All Tracks**; PH Line**- State Interlocking ~~No. 8 track from 1455 feet west of No. 89 Switch (turnout from 9 track to end of track).~~ No. 8 track from 538 feet west of the 8W Signal to end of track.

Q. 70-S2. Initiating Movements 03/14/22

SI 72-S2 is new.

Before initiating movement, operators and crews must ensure hand brakes are released and that such movements are unobstructed and authorized (including, but not limited to, checking for skates, chocks, and chains, when applicable).

R. 72-S4. Use Of Tempilstik 03/07/22

SI 72-S4 is modified as indicated below.

Conductors, Assistant Conductors and Engineers must obtain and carry with them while on duty both a 200-degree and a ~~a 200, 212 or~~ 219-degree Tempilstik ~~(Amtrak crews 212 or 219 degree Tempilstik).~~

S. 72-S7. Wayside Hot Box Detectors - 2 Consecutive Actuations 05/02/22

SI 72-S7 the note re: AMT-3 is modified as follows.

Note: Refer to AMT-3, Air Brake, Equipment and Train Handling Rules and Instructions, for instructions regarding On-board Hot Box Detectors.

T. 98-S2. Double-Checking Switches and Derails 05/30/22

SI 98-S2 is new.

When radio communication is used in connection with switching operations ~~or with~~ during the shoving, backing, or pushing of a train, engine, or other On-Track Equipment:

a) The employee directing the movement must advise the engineer or equipment operator of the track name or number and that all switches in hand operation and derails are properly lined for the intended move.

b) The engineer or equipment operator will repeat this information and require the employee to "double-check" the position of the switches and derails

The engineer or equipment operator must not begin the movement until confirmation is received from the employee directing the movement that the position of the switches and derails have been "double-checked" for the intended route of travel. ~~The directing employee must state when no switches or derails are within the specified limits of the movement.~~

U. 116-S1. Shoving or Backing Movements 05/02/22

SI 116-S1 the exception in C. 1) is modified as follows.

Exceptions:

1) After making a safety stop prior to coupling, in accord with AMT-3 Rule ~~3.1.1~~ 2.10.1, the crew member on the leading end of the shoving movement may dismount in order to oversee the coupling.

V. 116-S2. Operating From Other Than the Leading End With Occupied Passenger Equipment 05/02/22

SI 116-S2 paragraph 1 is modified as follows.

When operating from other than the leading end with occupied passenger equipment, a back-up hose or the emergency brake valve must be used by the crew on the leading end of the move. A test of the back-up hose must be made in accordance with AMT-3 Instruction ~~5.4.2.~~ 2.17.2.

W. 132-S5. Heat-Related Temporary Speed Restrictions 06/13/22

During time periods of high temperatures, the Engineering Department may impose temporary heat-related speed restrictions. When these conditions exist the train dispatcher will notify train crews by Form D, TSRB, TSRB Addition, or verbally when SI 132-S5 is in effect.

When notified, trains will operate not exceeding Level 1, Level 2, or Level 3 speed restrictions on all specified track(s), in affected zones, unless otherwise restricted. See Table 1 below and item 2 referring to part D. of the daily TSRB in this instruction.

1. Verbal Notification – SI 132-S5 is in Effect

Verbal notification will be made in the following manner:

"Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restrictions between [Zone], on all [Specified] track(s), unless otherwise restricted."

1. Heat-Related Temporary Speed Restrictions

Level	Speed Restriction	Tracks	Zone (Between)
Level 1	Do Not Exceed: 100 MPH	All	Between stations as determined by Engineering Department
Level 2	Do Not Exceed: 80 MPH		
Level 3	Do Not Exceed: 30-(Psgr) / 25-(Frt) MPH	~~All~~ Specified Trk(s)	

a) Train Dispatcher's Responsibilities:

(1) Verbal notifications of heat-related restrictions may only be made to enroute trains approaching or within affected heat restriction zones. Note: "Approaching" Train is defined as a train that has operated past their last station stop but in advance of the affected Heat Restriction "Zone".

(2) Blocking devices must be applied to prevent trains from entering affected zones and must not be removed until the conductor and/or engineer acknowledges receipt of the heat related restriction(s).

(3) Dispatchers must record the level, zone, effective time and/or time canceled of heat-related speed restrictions in part D of the current TSRB.

(4) Restrictions must be entered into ACSES (PTC) to enforce all heat related temporary speed restrictions until released by the Engineering department.

b) Crew Responsibilities: When verbally notified that SI 132-S5 is in effect, the engineer of trains approaching or within affected zones must:

(1) Repeat the information and confirm the level of the restriction (1, 2, or 3) and the zone(s) affected with the dispatcher and relay the information to the crew. Crew members must acknowledge the receipt of this information.

(2) Not exceed the level speed on all tracks as listed is the table above or immediately reduce the speed of the train to the level speed in the affected zone.

(3) Notify the train dispatcher when the reduced speed requirements are met.

2. Notification by TSRB or Form D Line 13 – SI 132-S5 is in Effect

a) Temporary Speed Restriction Bulletin (TSRB): Part D.

Part D. of the current Temporary Speed Restriction Bulletin (TSRB) will be published as needed and will list all heat-related speed restrictions.

(1) Train crews are required to ensure that they are in possession of all pages of the daily TSRB.

(2) Heat-related restrictions effective during specific time periods may be listed on the TSRB at the time of publication. Crews are required to comply with all heat-related speed restrictions only between the hours listed. (See example below.)

(3) Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time listed and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

b) Form D Line 13

Form D line 13 may be used to notify train crews that SI 132-S5 is in effect in the following format:

13. "Operate according to SI 132-S5 [Level 1, Level 2, or Level 3] heat restriction on [Specified] track(s) between [Station] and [Station] between the hours of [12:00 PM] and [7:30 PM] unless otherwise restricted."

(1) Crews are required to comply with all heat-related speed restrictions only between the hours listed.

(2) Time period of the restriction must begin and end on the hour or half hour.

Dispatchers are required to enforce all heat-related restrictions in ACSES(PTC) during the time period or effective time of the Form D and at the starting time, notify trains that are approaching or within the affected zones of enforcement to avoid penalty brake application.

When the time period for the heat-related restriction has expired or becomes unnecessary due to prevailing conditions, dispatchers must cancel the Form D and suspend ACSES (PTC) enforcement.

X. 133-S1. Protection of Out-of-Service Tracks 05/16/22

SI 133-S1. 3. a. is modified as follows.

If the work area cannot be protected by Panel Blocking Devices, a C&S employee must de-energize the track circuits for the work area. This requirement is in addition to the above barricade requirement. Work in the following areas **cannot** be protected by Panel Blocking Devices, and therefore requires C&S employee assistance:

a) Work **within** the following interlocking limits: **NHB Line**-Read, Plains; **NYS Line**- Gate, Pelham Bay; **NYT Line**-"Q"; **NYP Line**- Iselin, Menlo, Ham, Zoo; **PW Line**-Zoo, Penn (Except: 1 through 10 Trks; N5 & N3 routes, 1 & 4 River Line Trks between MP 1 & Spring Garden St; 10 Trk pocket; 7 lead; 1 & 4 River Line Trks between Walnut & South Sts), Phil, Bell-Ragan inclusive, Ruthby (except Trk 1), Davis-Perry inclusive, Oak, Wood-Bridge inclusive, Winans (except Trk 1), Grove, Bowie, Landover; **PH Line**-Penn, Zoo, Valley, Overbrook, Paoli, Glen, Downs, Thorn, Caln

Y. 161-S1. Approved Abbreviations 09/05/22

SI 161-S1 the following approved abbreviation & note is added.

North Limits……NL

South Limits……SL

East Limits……EL

West Limits……WL

Roadway Worker In Charge……RWIC

Note: Roadway Worker In Charge (RWIC): A roadway worker who is qualified to establish on-track safety for roadway work groups, and lone workers qualified to establish on-track safety for themselves.

Z. 165-S1 Form D Inquiry and Delivery Procedures 05/23/22

SI 165-S1 is revised as follows.

At the following locations, Conductors/Engineers of trains indicated below must contact the Dispatcher or Operator to inquire about Form D's, TSRB changes, Supplemental Bulletin Orders, and other new instructions. Inquiry must be made sufficiently in advance to avoid delay to train but ***must not be made prior to scheduled sign-up time.*** Conductor/Engineer must either deliver Form D's and/or other new instructions to the Conductor/Engineer or notify Conductor/Engineer that no Form D's and/or new instructions are in effect. Engineers must not depart until Form D and new instruction status has been verified with the Conductor. Conductors and Engineers must discuss Form D content before departing.

Note: Telephone numbers for Amtrak offices are listed in SI 714-S1.

165-S1. (Cont'd)			
Location	**Trains**	**Dspr or Opr to contact**	**Notes**
Boston	All Trains	Chief Dispatcher	2, 7
	Regional & Acela Express	Metro-North RTC District G & Amtrak New York Chief Dispatchers	14
	Trains destined New Haven	Metro-North RTC District G ~~Chief Dispatcher~~	12
	Trains destined Springfield	CSX NB Dspr ~~Boston Dspr- Selkirk~~	2, 4
Springfield Ticket Office	Southward Trains	Amtrak & Metro- North RTC District G ~~Chief Dispatchers~~	2, 7, 12
New Haven	Eastward & Northward Trains	Boston Chief Dispatcher	2, 7
New Haven	Westward Trains	New York Section A Dispatcher	13
New Haven	Trains destined Boston via Springfield	CSX NC Dspr ~~Berkshire Dspr- Selkirk~~	2, 5
Boston, Springfield Niagara Falls, Buffalo Depew, Syracuse, Montreal PQ, Rouses Point, Rutland VT, Albany-Yard Master's Office	All trains destined: Niagara Whirlpool Bridge, Post Road Branch, Hudson Line	Amtrak Hudson Line Dspr	1, ~~8~~
Croton Yard, Oak Point Yard, Selkirk TM, Selkirk Div. Ops., South Schenectady Yard, West Albany Yard	CSX Freight trains destined Hudson Line		
New York - TOC	All trains not destined Sunnyside Yard, including trains operating from New York en route to Harrisburg that do **not** change crews at 30th St. Station, Phila.	Passenger Operator	1, 6, ~~8~~
	Eastward Trains to Boston	Psgr. Opr., Metro-North RTC District E ~~Chief Dispatcher,~~ Boston Chief Dispatcher	1, 6, 7, ~~8, 12,~~ 16
	Eastward Trains to New Haven	Psgr. Opr. & Metro-North RTC District E ~~Chief Dispatcher,~~	1, 6, ~~8, 12,~~ 16
Q Tower	Road Trains destined New York	Passenger Operator Station Master's Office	~~6, 8,~~ 11
Lane	Trains originating	~~Section B~~ CETC 9	~~8~~
County	Trains originating	CETC 8 Dspr	~~8~~
Location	**Trains**	**Dspr or Opr to contact**	**Notes**
Trenton Station Master's Office	Trains originating at Trenton	CETC 7 Dspr	1, ~~8~~
Morris	Trains originating	CETC 7 Dspr	~~8~~
30th St Station	Trains originating at 30th St. Station, except those destined Penn Coach Yard or Race St. Engine Terminal	CETC 5 Dspr	9
	Trains that **change crews** at 30th St. Station, and operate from Harrisburg en route to New York, or operate from New York en route to Harrisburg.	CETC 5 Dspr	10
Frazer Yard	Trains originating at Frazer or Glen	Train Director - Thorn	1
Harrisburg	All eastward trains, including trains that operate from Harrisburg en route to New York that do **not** change crews at 30th Street Station, Phila.	Train Dispatcher – See SI 900-G1	1,15
Abrams, Bayview, Bennings, Chrysler, Edgemoor, Enola, Frankford Jct, Harrington, Harrisburg, Lancaster, and South Philadelphia Yards	Conrail & NS trains operating between Holmes & CP Avenue and Glen & Harrisburg	Dspr or Opr controlling entrance to Amtrak Territory	1
Perry	MARC trains originating or turning at Washington, Baltimore, Martins, or Perry	CETC-3 TD	3
Baltimore-Psgr Services Office, and Martins MARC Facility		CETC-2 TD	1, 3
Washington-K Tower		Train Director - K Tower	1, 3
Washington-Crew Dspr Office	Northbound Amtrak trains	Train Director - K Tower	1

165-S1. (Cont'd)

NOTE 1: Form D's are electronically transmitted to this location. CONDUCTORS must examine Form D's for completeness and legibility, contact the Dispatcher or Operator to verify the number and date of each Form D received, and then complete the delivery portion of the first Form D prior to delivering the Form D's to their engineer. ENGINEERS must not depart until ensuring that the delivery portion is completed on the first Form D, and that the information shown in the delivery portion corresponds with the Form D's received.
NOTE 2: Form D's are electronically transmitted to this location. ENGINEERS must examine Form D's for completeness and legibility, contact the Dispatcher to verify the number and date of each Form D received, and then complete the delivery portion of the first Form D prior to delivering the Form D's to their CONDUCTOR.
NOTE 3: Form D's will be addressed to "MARC trains operating between Perry and Washington" and will remain in effect, unless cancelled, for all trips made by each crew during the tour of duty on which they were received.
NOTE 4: Commercial phone number (518) 767-6111.
NOTE 5: Commercial phone number (518) 767-6112.
NOTE 6: ~~Conductor/Engineer must report to TOC prior to their train's departure time. They must fill out all required information on the TOC Record of Inquiry after verifying such information with the TOC Passenger Operator face-to-face.~~ Crews for these trains will obtain their Form D's in the Job Briefing room, NY Crew base area adjacent to main T&E lunchroom. Conductor/Engineer must contact the TOC Passenger Operator (ATS 521-6466 or 212-630-6466) to confirm they are in possession of the current Form Ds pertaining to their train.
NOTE 7: Boston Chief Dispatcher, Phone (ATS) 580-7585 Commercial (617) 345-7585.
NOTE 8: ~~Conductors/Engineers must not inquire about Form Ds and/or other new instructions that may be in effect for their train prior to the scheduled sign-up time.~~
NOTE 9: All trains originating 30th St. Station will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window) and Note 1 will apply.
NOTE 10: Crews for these trains will obtain their Form D's in the sign-up room across from the T&E lounge (adjacent to valet parking window) and Note 1 will apply.
NOTE 11: Road Conductors signing up at Q Tower, Sunnyside Yard, must call the Operator at the Terminal Operations Center (TOC) to inquire about Form D's and/or new instructions that may be in effect for their train, which will be faxed to Q Tower. Upon arrival in New York~~, Note 6 above applies.~~ the Conductor/Engineer must contact the TOC Passenger Operator (ATS 521-6466 or 212-630-6466) to confirm they are in possession of the current Form Ds pertaining to their train.
NOTE 12: Conductor/Engineer must contact the Metro-North RTC District G (212-340-2048) ~~Chief Dispatcher (800-724-3004 or 212-340-2050)~~ to confirm they are in possession of the current Bulletin Orders, D.T.O.BOs, Form Ms and other instructions pertaining to their train.
NOTE 13: Conductor/Engineer must contact the New York Section A Train Dispatcher (ATS 521-7472 or 212-630-7472) to confirm they are in possession of the current Bulletin Orders, Form Ds, TSRBs, and other instructions pertaining to their train.
NOTE 14: Conductor/Engineer must contact the Metro-North RTC District G (212-340-2048) ~~Chief Dispatcher (800-724-3004 or 212-340-2050)~~ to and the New York Chief Dispatcher (ATS 521-7465 or 212-630-7465) to confirm they are in possession of the current Bulletin Orders, D.T.O.B.Os, Form Ms, Form Ds, TSRBs, and other instructions pertaining to their train.
NOTE 15: Crews for these trains will obtain their Form D's at the crew sign-up location / T&E lounge in Harrisburg Station
NOTE 16: Conductor/Engineer must contact the Metro-North RTC District E (212-340-2037) to confirm they are in possession of the current Bulletin Orders, D.T.O.BOs, Form M's and other instructions pertaining to their train.

AA. 242-S1. Imperfectly Displayed Signals — 08/09/21

SI 242-S1 the following instruction is added as indicated below:

Employees may utilize NRPC 3552 "Position Light Signal Bulb Failure Report" to document and submit reports to the appropriate C&S Trouble Desk.

BB. 279-S6. Metro-North Railroad Cab Signal Aspects — 11/15/21

SI 279-S6 is revised as follows.

In the application of NORAC Rule 279, the following cab signals are added as indicated in the table below.

Name	Signal Aspect	Indication
Cab Speed		
Clear	Fig. B	
Approach Medium	Fig. B Fig. C	
	Fig. C - Yellow over Green Color Light	
Approach	Fig. B	
Restricting	Fig. B	
Stop Signal	Fig. B	

CC. 280a-S1. Clear to Next Interlocking Signal **12/01/21**

SI 280a-S1 is new and added as follows.

In the application of NORAC Rule 280a, "Clear to Next Interlocking,"; Trains with inoperative cab signals, automatic train stop, or speed control must proceed on fixed signal indication (and cab signal indication, if operable) not exceeding 59 MPH. Trains with inoperative cab signals must approach the next home signal prepared to stop unless Approach Normal (Rule 280b) is displayed on a distant signal prior to the home signal.

DD. 280b-S1. Approach Normal **12/06/21**

SI 280b-S1 is new and added as follows.

In the application of NORAC Rule 280b, "Approach Normal", Trains without operative cab signals must proceed on fixed signal indication not exceeding 59 MPH.

EE. 550-S1. Automatic Train Control System **05/02/22**

SI 550-S1 is modified as follows.

AMT-3 Instruction ~~7.2.1(c),~~ 4.2.1c "Territory Switch" is modified accordingly for movements leaving cab signal territory that are still governed by ABS or interlocking rules.

FF. 551-S1. On-Board Cab Signal Testing Device **05/02/22**

SI 551-S1 is modified as follows.

MARC Control Cars 7745-7749 are equipped with an onboard cab signal testing device, governed by AMT-3 Instruction 7.2.3(A), "ATC (Cab Signal) Self Tester".

GG. 556-S1. Dispatcher's Authorization for Movement **12/01/21**

SI 556-S1 is new and added as follows.

In the application of NORAC rule 556, trains may proceed at Normal Speed not exceeding:

- 59 MPH - Psgr. Trains
- 49 MPH - Freight trains
- 40 MPH - Trains Transporting PIH

HH. 581-S3. ACSES Train Type Selection Switch **08/09/21**

SI 581-S3 is revised as follows.

When taking charge of a train that is destined for ACSES territory, the Engineer must ensure that the ACSES train type setting on the controlling engine corresponds with the train's consist, as follows. See SI 37-S5. ~~37-B1, 37-N1, 37-P1, or 37-G1.~~

~~**• Train Type A** - High Speed Trainsets (HST) with tilt system active.~~

~~**• Train Type B** - (1) HST's with tilt system disabled; and (2) trains consisting exclusively of HHP-8, AEM-7, ACS-64, P40BH, P42BH, P32AC-DM, or P32-BWH or SC44 engines, and Amfleet, Horizon, Capitoliner Control/ Conference Cars, Viewliner II Cars, MARC III control/coach cars, or US DOT test car DOTX 216.~~

~~**• Train Type C** - Passenger trains that do not meet the criteria for train types A, B, or D.~~

~~**• Train Type D** - Passenger trains with mail, baggage or express cars in consist, that meet the Train Type D criteria defined in SI 37-S8.~~

~~**• Train Type E** - Freight trains, including work trains, wreck trains and wire trains.~~

The ACSES train type that is active is indicated by a flashing light next to the train type letter (B, C, D or E) on the ACSES train type selection panel, not by the position of the train type selector knob.

If the active train type does not conform to the train's consist, the Engineer must change it by moving the train type selector knob to the correct position, and then initiating an ACSES self-test. When the self-test has completed, the Engineer must check the ACSES train type selection panel to ensure that the correct train type has been activated, then note the time and date of the test, and his signature, on the locomotive inspection form. The same process must be followed if the train's consist is changed enroute, resulting in the train qualifying for a different train type.

Train Consist Notes:

(1) High Speed Trainsets (HST's): The above requirements do not apply to HST's, which are automatically set to Train Type "A" or "B" depending on whether the tilt system is active ("A") or disabled ("B").

(2) Commuter Agency or Freight Carrier Engines: The above requirements do not apply to commuter agency or freight carrier engines that do not have a train type selector switch. These units are set internally to Train Type "C" or "E", respectively.

~~**(3) MARC III Control/Coach Cars** are Train Type "B" between Washington and New York (PW & NYP Lines), but are Train Type "C" between New Haven and Boston (NHB Line). Trains with this equipment in consist that will be operating through New York must change the active train type while stopped in New Haven or New York, so that it will conform to the territory to which they are destined.~~

II. 582-S3. ACSES Temporary Transponder Placement 07/19/21

SI 582-S3 is deleted in its entirety.

JJ. 583-S1. ACSES Enforcement of Interlocking and CP Signals 05/23/22

SI 583-S1 d. is revised as follows.

a) Stop Release Button

In the application of NORAC Rule 583, the following procedures have been revised as follows.

~~Unauthorized use of the Stop Release Button may interfere with the safe passage of trains and is therefore prohibited. Unless otherwise specified, use of the Stop Release Button is authorized only as prescribed below:~~

~~**1. Train at Stop Signal - Rule 241 Permission:**~~

~~After a train has received Rule 241 permission from the Dispatcher to pass a fixed signal displaying Stop Signal, and the Dispatcher or Operator has confirmed the repetition of that permission, the Stop Release Button may be operated to allow the train to proceed.~~

~~**2. Train Shoving Past Controlled Signal:**~~

~~When a controlled signal displaying an aspect more favorable than Stop Signal is displayed for a train that is being operated from other than the leading end, a penalty brake application may occur when the leading end of the movement operates past the controlled signal. Should a penalty brake application occur under these circumstances, the Stop Release Button must not be used until the crew has received the Dispatcher's permission as prescribed in Section 3 of this rule, **"Train at Signal Other Than Stop Signal."**~~

~~**3. Train at Signal Other Than Stop Signal:**~~

~~It should not be necessary to use the Stop Release Button to pass any fixed signal **other than** a Stop Signal at any data radio equipped interlocking or Controlled Point, except when an ACSES data radio failure has occurred. The Stop Release Button must not be used until the crew has received the Dispatcher's permission as prescribed below:~~

~~**(a)** The crew must advise the Dispatcher of the train's location, track, direction, and the name of the next governing signal.~~

~~**(b)** Before granting permission to use the Stop Release Button to pass a fixed signal other than Stop Signal, the Dispatcher must verify the train's location, track, direction and route status, and ensure that no opposing or conflicting movements have been authorized.~~

~~**(c)** Once it has been determined that it is safe to do so, permission to use the Stop Release Button to pass a fixed signal other than Stop Signal must be given in the following manner:~~

~~"No. 314 engine 4129 may use the ACSES Stop Release Button on No. 2 track at Rare."~~

~~The receiving employee must repeat this permission to the Dispatcher or Operator and must not use the Stop Release Button until the Dispatcher or Operator has confirmed the repetition.~~

~~**(d)** The Dispatcher or Operator must record and report all information pertaining to the ACSES anomaly.~~

Use of the Stop Release Function is prohibited unless:

A train has received Rule 241 permission.

A penalty brake application occurs while the controlling locomotive of a train operated from other than leading end passes a controlled signal displaying an aspect more favorable than Stop.

The train is within out of service limits and the train is routed to out of service limits.

Necessary to pass any controlled signal other than a Stop Signal, or necessary to proceed after passing a permissive signal and still receiving stop enforcement. Permission must be received from the Dispatcher as described below:

1. The crew must advise the Dispatcher of the train's location, track, and direction.

2. Before granting permission to use the Stop Release Function the Dispatcher must verify the train's location, and route status, and ensure no conflicting movements have been authorized.

Once it has been determined that it is safe to do so, permission must be given in the following manner: *"No. 7176 locomotive 4801 may use the Stop Release Function on No. 2 track at Griff."*

The receiving employee must repeat this permission and the Dispatcher or Operator must then confirm it.

The Dispatcher must record and report all information pertaining to the PTC anomaly

KK.585-S1. Criteria For Determining ACSES On-Board Apparatus Failure 03/07/22

SI 585-S1 is modified as follows.

In the application of NORAC rule 585, the following is added as ACSES Onboard Apparatus Failures:

a) The track speed indicator displays an incorrect permanent speed(s) ~~higher than Normal Speed~~ for 3 consecutive miles.

Exception: High Speed Trains (HST) operating with a Missing Temporary Speed Symbol or "No Valid TSR DATA" light will be considered a "Fault," not a Failure when the ADU displays 125 MPH, and the permanent speed is greater than 125 MPH.

b) ~~When equipped, the "ACSES Failure" light is illuminated on the intelligent ADU.~~

c) When equipped, the ACSES Cut Out light is flashing on the ~~intelligent~~ ADU and results in a penalty brake application.

d) Damage occurs to any part of the ACSES apparatus.

e) When the engineer, operating from the leading end for the direction of movement, needs to use the Stop Release Function at two (2) consecutive interlockings/CPs when the signal(s) at the interlocking are displaying an aspect other than Stop.

In the application of NORAC rule 585, ~~where~~ when the PTC System restricts movement that would otherwise be permitted, ACSES will be considered failed when the train experiences ~~ACSES has initiated~~ an unrecoverable penalty or fault and there is no way to operate the train without being ~~unless ACSES~~ is cut out.

LL. 585-S2. Criteria for Determining On-Board ACSES Apparatus Fault 12/06/21

SI 585-S2 is revised as follows.

The on-board ACSES apparatus will be considered as having a fault and does not require the ACSES apparatus to be cut out when any of the following occur:

a) When the Missing Transponder Symbol "- -" is displayed.

Exception: When operating under DCS rules "- -" is not considered a fault unless the ADU displays the message "Transponder not read, MP XX.X"

b) ~~When the Missing Transponder Symbol alternates with permanent tracks speeds~~. When the Missing Temporary Speed Symbol is displayed on the ADU (alternates between "- -" and permanent track speeds).

c) When the red "No Valid TSR DATA" light is illuminated.

The engineer must:

d) Notify the dispatcher and conductor as soon as possible without delay to the train. The reason and location of the fault must be included in this report.

e) Operate the train according to track and signal speed limits not exceeding ~~110 MPH~~ 79 MPH until the fault clears or is repaired, tested, and found to be functioning properly.

~~Exception: Trains operating on the NYP and PW lines must not exceed 125 MPH.~~

MM. 585-S3. ACSES On-Board Apparatus Continues to Display "Construction Zone" Text Message 05/02/22

SI 585-S3 is modified as follows.

If the on-board ACSES apparatus continues to display the "CONSTRUCTION ZONE" text message after clearing the limits of the Construction Zone, the engineer must stop train as soon as safe train handling will permit, clear of tunnels and interlocking limits and contact the Dispatcher prior to recycling the ACSES system per AMT-3~~, 7.4.1(R).~~ Rule 4.4.2.P If the "Construction Zone" text message does not clear the engineer must declare an ACSES failure and cut out ACSES.

Exception: Trains may stop to recycle the ACSES system within Interlocking Limits while making a station stop or when authorized by the Train Dispatcher.

NN. 585-S5. NJT – ACSES Boundary TSR(s) 01/11/21

New SI 585-S4 is added as indicated below. This instruction will affect NJT Trains only.

1. If a TSR is in effect in a Boundary Zone Location identified in the chart below, a Boundary TSR will be placed at the boundary location. NJT Trains entering Amtrak territory at the locations listed below will have a Boundary TSR enforced by ACSES on all tracks up to 1 mile from the boundary entrance location or until a new Amtrak TSR list is downloaded. This serves to protect TSR's which are in effect within the boundary zone. A Boundary TSR that extends 1 mile from the boundary location will not be considered a failure of the of the ACSES system under 585-S1.

Boundary Location	Boundary Zone Extends To
Swift	CP Mid
Hudson	Western limits of Union
Hunter/High	Newark Station
Union	Hudson
Shore	Girard

2. If a Boundary TSR is enforced upon entering Amtrak territory as described in part a of this rule and does not release before travelling 1 mile beyond the boundary, trains must operate under 582-S1 B. 3. after the boundary TSR is released, until clearing the limits of the applicable Boundary Zone listed in the table above. The Train Dispatcher must be notified.
3. TSR Sign

   A sign shall be placed one mile from the boundary to indicate where a locomotive engineer should have already experienced a release from the Boundary TSR. If the boundary TSR persists all the way to the sign, or the engineer is unable to determine if the train was released to track speed, then the engineer shall declare a No Valid TSR indication state per operating rules.

   The sign shall be square with a reflective white background and black letters indicating "TSR LIMIT".

OO. 590-S1. Engineer's Responsibility to Report on Forms for Amtrak, MARC or CDOT Service 10/31/22

SI 590-S1 is modified as follows to include ACSES/ I-ETMS / ITCS Incident Report Form delivery through Mobile Document Compliance System (MDCS) as another way to submit the Incident Report Forms. The discontinuation of the paper forms will be announced at a later date.

In an effort to assist with monitoring and correcting PTC and other train control system anomalies, faults or failures, train crews working Amtrak, MARC, or CDOT train crews are required to make such reports to the train dispatcher or other designated personnel prescribed in the operating rules. PTC system anomalies must also be reported to the CNOC PTC Support Desk in accordance with the PTC Support and Troubleshooting Communications instruction outlined in Amtrak PTC Operations Guide.

Train control system incident reporting must be timely and accurate. In addition to notifying the train dispatcher, host railroad and Amtrak PTC or Mechanical Support Personnel as outlined in operating rules, locomotive engineers are also required to complete and submit an Train Control System Incident Report Form to the Amtrak Mechanical/ PTC Support Desk by fax at **302.683.2367** or by email at DLCNOCMechIDesk@Amtrak.com

ACSES conditions will be reported using the "ACSES Unusual Occurrence Form" NRPC 3419.

I-ETMS conditions will be reported using the "I-ETMS/ ITCS Incident Report Form" NRPC 3533.

One (1) single form may be used for all incident(s) encountered per train. If multiple forms per train are required, the employee is responsible for submitting all forms.

I-ETMS / ITCS / ACSES Incident Report Form delivery at crew base locations will be coordinated by local Transportation Management.

"ACSES Unusual Occurrence Form" NRPC 3419, and the "I-ETMS/ ITCS Incident Report Form" NRPC 3533, are moving to the Mobile Document Compliance System (MDCS). The forms can be found on the Comply365 application Home Page, under "My Forms", "Transportation – Locomotive Engineers". NRPC 3419 and NRPC 3533 forms are to be completed and submitted by the Locomotive Engineer within 24 hours of a PTC incident.

Upon completion and submission of the form(s), the form(s) will automatically be forwarded to the Amtrak PTC Support Desk at DLCNOCMechDesk@amtrak.com.

1. Reporting is required if any of the following ***ACSES*** conditions are encountered using the ACSES Unusual Occurrence Form NRPC 3419:
    - ACSES Failure Declared
    - ACSES or ATC Cut-Out
    - Audible Warning Not Received or unable to Silence an Audible Warning
    - Penalty Received
    - Unable to Recover from a Penalty
    - Stop Bypass Pressed
    - Overspeed Penalty
    - PTS Penalty
    - Roll away Penalty
    - Construction Zone
    - Solid "--" or Flashing "--"
    - ATC Cut-Out Light Illuminated
    - ACSES Cut-Out or Failure Light Illuminated
    - No Valid TSR Data Light Illuminated
    - *ACSES is now capable of reporting missing transponders and missing TSR's automatically over the data radio network. The train dispatcher must be notified of any delays.*
    - ~~Transponder Not Read, incorrect speed displayed or Missing Temporary Speed Restriction (TSR)~~
    - No TSR Response
    - Incorrect Speed Change Location
    - Unexpected Temporary Speed Restriction
2. Reporting is required if any of the following ***I-ETMS*** conditions are encountered using the I-ETMS / ITCS Incident Report Form NRPC 3533:
    - Initialization Failure with AMTK
    - Initialization Failure with Other Railroad
    - Onboard Display is damaged or unintelligible
    - Audible Warning Not Received
    - Onboard Display Information of Wayside Signal Discrepancy
    - Penalty Enforcement Received
    - Soft Key Cut-Out used for operational reasons
    - I-ETMS Penalty/Horn/Emergency Switches Cut-Out
    - Unable to recover from Penalty Enforcement
    - Unable to transition to Active State
    - I-ETMS not providing Warning for Target or Restriction

- Mandatory Directive being enforced not received from Dispatcher
- Non-Sync Subdivision Condition
- Cab Signal / ATC / ATS Cut-Out
- Other

The Report will include, but is not limited to:

- Employee Name
- Employee SAP Number
- Train Number & Origination Date (i.e. Train 123 (01))
- Lead Unit Number
- Train System Type (i.e. ACSES / I-ETMS)
- Incident Date / Time / Time Zone
- Host Railroad / Line or Subdivision / Track / Milepost Location
- Estimated Speed at Time of Incident
- Dispatcher and/or PTC Support Personnel Notified
- Dispatcher Instructions

PP. 592-~~S2~~S1 Trains Equipped With I-ETMS Apparatus **10/24/22**

The MARC and Norfolk Southern Train No. tables in SI 592-~~S2~~S1 are replaced in their entirety as indicated below.

MARC Trains							
Train No.	Clearance No.	Train No.	Clearance No.	Train No.	Clearance No.	Train No.	Clearance No.
400	00003200	428	00213200	485	00433200	554	00863200
401	00013200	429	00223200	486	00443200	579	00643200
403	00023200	430	00233200	487	00453200	583	00653200
404	00033200	431	00243200	490	00463200	585	00663200
407	00043200	433	00253200	491	00473200	587	00673200
408	00053200	435	00263200	492	00483200	610	00683200
409	00063200	438	00273200	494	00853200	612	00693200
410	00073200	439	00283200	495	00493200	613	00703200
412	00083200	440	00293200	497	00503200	634	00713200
413	00093200	443	00303200	499	00513200	641	00723200
414	00103200	445	00313200	502	00523200	642	00733200
415	00113200	446	00323200	505	00533200	652	00743200
416	00123200	447	00333200	511	00543200	675	00753200
418	00133200	448	00343200	517	00553200	677	00763200
419	00143200	449	00353200	520	00563200	679	00773200
421	00153200	451	00363200	525	00573200	681	00783200
422	00163200	452	00373200	532	00583200	688	00793200
423	00173200	453	00383200	536	00593200	689	00803200
424	00183200	476	00393200	537	00603200	692	00813200
426	00193200	478	00403200	544	00613200	694	00823200
427	00203200	481	00413200	548	00623200	696	00833200
		482	00423200	550	00633200	698	00843200
Protect Diesels at Odenton							
KW907	3900	KW908	90003912				
Norfolk Southern Trains							

Train No.	Clearance No.	Train No.	Clearance No.	Train No.	Clearance No.
*28V	00673300	*64R	00023300	*93M	00463300
*257	00663300	*66R	00143300	*582	00473300
*36A	00183300	66X	00013300	K35	00103300
*37A	00053300	H04	00163300	K37	00113300
058	00123300	H10	00033300	K51	00233300
*591	00243300	H13	00153300	K54	00083300
*62W	00173300	H62	00073300	K55	00213300
*63W	00043300	H63	00203300	K64	00093300
*591	00523300	638	00363300	H22	00273300
41M	00533300	650	00493300	H23	00283300
45M	00543300	651	00503300	H26	00373300
46M	00553300	*65R	00653300	H28	00383300
51M	00563300	*66T	00423300	H29	00393300
*52M	00573300	*67R	00433300	H30	00293300
*053	00483300	*67T	00443300	H41	00403300
*054	90003316	*67X	00453300	HH11	00583300
*590	00303300	*862	00513300	*863	00753300
592	00313300	H82	00193300	*Y92	00603300
*593	00323300	H84	00063300	*Y90	00613300
632	00333300	H14	00253300	*Y91	00623300
633	00343300	H18	00413300	*Y93	00633300
637	00353300	H21	00263300	5921	90003328
052	00703300	*64X	00743300	K70	00223300
H83	00693300				
Note: NS Train numbers prefixed with an asterisk (*) operate on the PW and PH Lines.					

QQ.592-S2. Criteria for Determining Inoperative I-ETMS 08/02/21

592-S2 is revised as follows. The "list above" and the actions the engineer must take remain the same and are located in 592-S2 in General Order 901.

If the On-Board I-ETMS system becomes inoperative, from condition(s) a through ~~k~~ g listed above, the engineer must take the following actions.

RR. 594-S1. I-ETMS Operations 01/10/22

SI 594-S1 is revised as follows.

1. Restricted Mode

a) Work Events – Return Movement, Set Outs, and Pick Ups

Prior to performing work events requiring return movements, set outs, and pick-ups, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After the work events are completed, and prior to departing the location, Restricted Mode must be turned off. ~~and exited~~. ~~Upon exiting Restricted Mode,~~ The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

b) Operating within the Limits of an Out of Service Track

Once permission is received to enter the limits of an Out of Service Track, prior to entering, the engineer must place the PTC System in Restricted Mode. While operating in Restricted Mode, all movements must be made at Restricted Speed. After clearing the limits of the Out of Service track, Restricted Mode must be turned off. The engineer must update the onboard consist information, track selection, and timetable direction in order for the PTC System to resume an active state.

2. Consist Data

Freight Trains: Engineers operating freight trains must modify the Equipment Speed field consistent with 35-S1, 37-S4, and all other related Special Instructions in the consist message summary to match the territory maximum authorized speed of the train before entering Amtrak IETMS territory. The following equipment parameters must be used for train consist modifications if performing any pick-ups, set outs, or if PTC consist data conflicts with the actual train consist during system initialization.

Note: The Amtrak Commuter Operations Center must be contacted to receive equipment parameter data if private cars or equipment not listed is picked up or set out enroute

3. Initialization Failure when Selecting More Than One Railroad

When I-ETMS fails to initialize, and the cause is determined to be a railroad(s) selected for initialization, the initialization must be reattempted without the selected railroad(s) that caused the failure. If initialization is still unsuccessful, train departure with PTC inoperative will be governed by operating rules of the railroad the train is occupying at the time of initialization failure.

The attempt to re-initialize must occur at a location directed by the train dispatcher or railroad operating rule on the governing railroad where the failure occurred.

4. Train Departure with I-ETMS Initialization Failure

This instruction is revised as indicated below.

~~Train numbers or train services listed in the table below are not permitted to depart the identified Initial Terminal locations if the PTC onboard system fails to initialize with the operating railroad where initial train movement will immediately occur:~~

The trains listed in the table below are not permitted to depart the identified Initial Terminal locations if the PTC onboard system fails to initialize with at least one of the operating railroad(s) on the train's route.

Railroad	Initial Terminal/Location	Train Numbers/ Services	Special Instructions
CSX	***	***	***All trains encountering initialization failure are governed by current CSX operating rules for PTC Initialization Failure.

5. Train Departure with Defective or Failed Onboard PTC System (ACSES/I-ETMS/ITCS)

Train numbers or train services listed in the table below, including yard or extra trains originating at the identified location, are not permitted to depart the identified Amtrak PTC Repair Location if the onboard PTC system on the controlling locomotive displays one of the following anomalies:

- The locomotive onboard PTC in cab display, audible alerting feature, or TMC/OBC components are physically damaged or defective preventing proper onboard PTC system operation.
- The locomotive onboard PTC system is in a failure condition or "Failed State" that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the "Cut-Out" position to permit train movement.
- The locomotive onboard PTC system is unable to pass a system departure test.
- A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.

(**Note:** This requirement does not apply to trains that experience an I-ETMS initialization failure at departure unless specified in *the above table*: *Train Departure with I-ETMS Initialization Failure*)

Division	PTC Repair Location	Train Numbers/ Services
Northeast	Albany – Rensselaer, NY	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Boston, MA	All Amtrak trains
	New Haven, CT (CONN DOT Service Only)	All originating CONN DOT and CT Rail train sets that receive locomotive calendar day inspections and Class 1 brake test
	New York City, NY (Sunnyside Yard)	All Amtrak trains (**Note:** This includes NJT trains being moved by Amtrak train crews)
Southeast	Washington D.C. (Amtrak Service)	All originating Amtrak trains that receive locomotive calendar day inspection or Class 1 brake test or All thru trains receiving a new locomotive
	Washington D.C. (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Baltimore, MD (MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Middle River, MD (MSA Maintenance Facility - MARC Service)	All originating MARC train sets that receive locomotive calendar day inspections or Class 1 brake test
	Wilmington, DE (Work Train Service Only)	All originating work trains

SS. 706-S1. Dispatcher Radio Channel Territories — 02/07/22

SI 706-S1 is modified as indicated below.

All Dispatcher offices are equipped with road radios, channel 054-054.

Exceptions:

Boston - Westbound and southbound trains must change to radio channel ~~029-029~~ 015-015 at Division Post (MP 72.9). Radio Channel 092-092 in service on the Dorchester Branch and all Old Colony lines. Trains must switch to channel 092-092 when operating between Hill and Fort Point Channel UG Bridge, MP 227.9.

New York - PSCC also equipped with LIRR channel 2. Dispatchers Office and Terminal Operations Center also equipped with road radio channel 060-060.

Philadelphia - Section C Dispatcher also equipped with road radio channel 035-035.

TT. 714-S1. Telephone Numbers-Dispatchers, Operators, Etc. — 09/26/22

SI 714-S1 is modified as indicated below.

Dispatcher/Operator	Exchange	ATS	Commercial
NYS, HUD, PRB, NGB, NYT & NYP LINES			
CETC-8 TD.....	Penn Sta.	521-~~6408~~ 6409	212-630-~~6408~~-6409
CETC-7 TD.....	Penn Sta.	521-~~7370~~ 6408	212-630-~~7370~~-6408
Hudson Line TD.....	Penn Sta.	521-~~6788~~ 7370	212-630-~~6788~~-7370
Hudson North TD	Penn Sta.	521-6788	~~518-465-0746~~ 212-630-6788
LAB	Albany	~~521-7193~~ …….	~~212-630-7193~~ 518-465-0746
Pelham Bay	Penn Sta.	521-~~7763~~ 7193	212-630-~~7763~~ 7193
Q	Penn Sta.	521-~~7349~~ 7763	212-630-~~7349~~ 7763
R……	Penn Sta.	521-7349	212-630-7349
WT, PW, NYP& PH LINES			
Power Director - Zone 4 (Penn-MP 21.3 [Paoli])	Wil	733-4641	302-552-~~3641~~ 4641

WT, PW, NYP, & PH Lines			
K Tower……....	Wash.	~~777-2323~~	~~202-906-2323~~
TD A (Amtrak moves)	-	……	202-906-3624
TD B (Marc Moves)	-	……	202-906-3625
Asst Train Director	-	……	202-906-3628
ADFO (Flags/orders)	-	……	202-906-3627
FAX	-	……	202-906-3035

UU. 716-S1. USE OF PERSONAL ELECTRONIC DEVICES: RESTRICTIONS 11/08/21

SI 716-S1 is deleted. NORAC rule 716 "A" will govern.

VV. 716-S3. USE OF ELECTRONIC DEVICES OR RAILROAD RADIOS WHILE OPERATING A COMPANY HIGHWAY VEHICLE 11/08/21

SI 716-S3. is deleted. Amtrak Company Policies will govern.

WW. 716-S4. PERSONAL EMERGENCY COMMUNICATIONS 11/15/21

SI 716-S4 is revised as follows. NORAC rule 716 "B" will govern

~~When required to perform service, using a railroad-supplied device to receive a call, text or other message for other than for an "authorized business purpose" is considered to be use of a personal device, and is therefore prohibited.~~

To be contacted in the event of a personal emergency:

- T&E employees should instruct family members or emergency contacts to call CMS at 800-424-0217, Option 8.
- Non-T&E employees should provide family members or emergency contacts with the contact number for their appropriate supervisor.

XX. 716-S5. eTICKETING MOBILE DEVICE (eMD) - AUTHORIZED BUSINESS PURPOSES 11/08/21

SI 716-S5 is deleted. Service Standards Manual Chapter 6 Crew Functions and Responsibilities will govern.

YY. 716-S7. Mobile Document Compliance System (MDCS) 09/05/22

S.I. 716-S7 is revised as indicated below.

Employees must comply with all applicable Amtrak and Host Railroad rules and SI's regarding the use of railroad-supplied electronic devices. Questions should be directed to an immediate supervisor, or an Operating Practices Representative at operatingpractices@amtrak.com

Employees issued a company-supplied electronic ~~tablet~~ device with Comply365 must ensure that Comply365 ~~it~~ is properly synced before each tour of duty.

Required Documents.

- *If a document is available in the Comply365 Application, employees are NOT required to carry the paper version of that document.*

- *Employees MUST carry all required paper versions of documents NOT available within the Comply365 Application.*

Employees must care for their device in a manner that is in accordance with Amtrak's Code of Ethics and Standards for Behavior.

Support Desk personnel may require employees to use the Company Portal or install iOS updates to the MDCS device for troubleshooting purposes. Software updates may be pushed to the MDCS device directly from Apple as iOS software updates.

Subject to the "Restrictions" contained in Rule 716, below are the authorized business purposes of the railroad supplied MDCS Device. Employees are prohibited from using the MDCS device for any purpose if that use would interfere with any employee's performance of safety related or customer service-related duties.

1. Comply 365 Application

Use of the Comply 365 application is an authorized business purpose when used to refer to a railroad rule, special instruction, timetable, or other directive. Use of any other application on the device for the conveyance of operational related documents is prohibited.

At the beginning of each tour of duty, employees must:

- Log into the Mobile Document Compliance System, (Comply365) application, synchronize the application and acknowledge all new content, prior to proceeding with operational activities.
- Ensure operating instructions have been properly synced.

2. Email Communications & Other Company-Approved Applications

Email functions or other company-approved applications of the device are permitted if such usage will not interfere with any employee's performance of safety-related duties and are directly related to the operation, safety, or security of the railroad.

3. Device Battery & Accessories

Employees must ensure devices are sufficiently charged and within their company-provided protective case prior to and during each tour of duty.

The MDCS device may be charged while on company property using a company-issued cable and A/C power adapter. Employees are responsible for ensuring devices are properly maintained and secured during charging and while not in use.

4. Photography and Video Use

Use of the Camera function for taking photos or videos is prohibited, except when such use is authorized by railroad operating rule or special instruction.

5. Record of Examination Page

Where employees receive record of examinations for instructions on which they are qualified, such physical (paper) records must be retained unless electronically stored on the MDCS device.

6. Clock, Time & Date Functions

The MDCS device cannot be used to determine the correct time. Employees must comply with associated operating rules and instructions related to railroad timekeeping.

ZZ. 940-S1. Amtrak Conductors & Assistant Conductors- Ensuring Passenger Safety 03/14/22

SI 940-S1 is modified as follows.

1. Crew Duties

a) Receiving and Discharging Passengers at Station Stops

Conductors must ensure that the train crew is appropriately positioned on the train and station platforms in order to assist passengers.

While in passenger service, Conductors and Assistant Conductors must frequently announce the destinations and names of station stops between and at each station stop. They must pay careful attention to the handling of passengers and not permit train movement until all passengers are safely detrained and onboard.

When trains are being moved under the direction of a Yard Conductor and passengers are onboard, Conductors and Assistant Conductors must station themselves accordingly and render necessary assistance to the Yard Conductor. Boarding or detraining must not occur until the train is stopped and it is safe to do so.

b) Door Operation

During the job briefing, Conductors must designate themselves or another crew member responsible for door operation.

Upon arrival at a station, the designated employee must determine prior to keying-open all side doors, the correct doors intended to be opened are properly platformed. Prior to notifying the Engineer that the train is ready to depart, a designated employee must ensure all side doors are closed and take position at the rear-most platformed passenger car in service in order to take any necessary actions to ensure passenger safety.

Exceptions:

- On equipment where it is not possible to move the train if any door is open, the designated employee must visually verify from the platform that all side doors are closed before closing the local door.
- On equipment where all doors will not open, a designated employee must take position at the rear-most open door.
- This instruction does not apply to crews of High-Speed Trainsets (HST). HST crews are governed by SI 940-A1.

~~c) Leaving Train~~

~~When required, Conductors and Assistant Conductors will remove all equipment such as markers, lamps and flag cases, and deliver this equipment to its designated location. They must ensure that fusees or other items are not left on or about cars, station platforms or tracks.~~

AAA. 940-S4. Conductor Certification 09/13/21

SI 940-S4 is revised as follows.

a) Passenger Conductor Recertification As outlined in 49 CFR Part 242 Conductor Certification, employees must meet all requirements prior to being recertified as a Passenger Conductor. All active employees must maintain their certification, as required by the federal regulation and Collective Bargaining Agreement, SMART-Conductors (NEC) and (OC) as a condition of continued employment.

(1) Recertification Requirements:

(a) Passenger Conductors whose certification is due to expire must recertify not less than 90 days prior to the expiration of their Certification Card.

(b) All Conductors must notify their supervisor 90 days prior to the expiration of their certification card. ~~and must not work with an expired certification card.~~ Employees with expired certifications are prohibited from working as a conductor or assistant conductor. A certified employee that has not performed service as conductor or assistant conductor for a period of 15 calendar days, or more, must present their valid certification to a supervisor prior to performing service. (Conductors may be subject to Federal fines and disciplinary action for working with an expired certification card.)

BBB. 950-S1. Engineer Train Handling Certification Form 03/28/22

SI 950-S1 is revised in its entirety.

Foreign railroad locomotive engineers qualifying on the physical characteristics of any portion of the Northeast Corridor will **not** be considered qualified on the physical characteristics and must not accept an assignment to operate over the territory involved, until after they have been certified on their train handling proficiency over the territory by a home road supervisor with engine service experience.

After a foreign railroad locomotive engineer qualifies on the physical characteristics of a portion of railroad, a home road Supervisor will complete form NRPC 3290.

The qualifying foreign railroad locomotive engineer must then present the form to a home Designated Supervisor of Locomotive Engineers (DSLE) who is qualified on the physical characteristics of the territory involved who **must ride** with the qualifying engineer while ~~he~~ they operate over the territory involved within 6 months of the date of qualification.

If the foreign railroad locomotive engineer is unable to have a home railroad supervisor certify him during this period, the engineer must requalify and obtain a new form. When the supervisor is satisfied with the foreign railroad locomotive engineer's train handling proficiency over this territory, they must complete and sign PART 2 of this form and forward it to the Amtrak System General Road Foreman's Office.

EXCEPTION: The 6-month requirement will not apply to engineer trainees during their OJT phase of training.

CCC. 954-S1. Air Brake Test 05/02/22

SI 954-S1 is modified in its entirety as follows.

At points where mechanical forces are employed and on duty, Amtrak Engineers will accept the inspection of the mechanical forces for the air brake test as specified in AMT-3 Rule 3.3. The Employee performing the air brake test will complete the Locomotive Initial Air Brake test section on the Locomotive Inspection Form.

DDD. 815-S4. Spring Frogs 12/27/21

SI 815-S4 is revised as follows.

Many main track hand operated and interlocked switches are equipped with spring frogs. Spring frogs contain, among other things, a fixed frog point, a moveable spring wing rail, a rigid wing rail, frog hold-down assemblies, and spring box. The frog makes use of a 27-foot guard rail (on the straight side). The spring frog design provides a continuous bearing surface for the wheel tread as it traverses through the frog point area. The following photograph and diagrams illustrate the various spring frog components.

~~Switches equipped with spring frogs were installed at these interlockings, when this page was last revised: NHB Line - Davisville, Lawn, Mansfield; NYP Line - Hudson, Rea, Hunter, Lane, Union, County, Midway, Morris, Shore; PH Line - Leaman, Cork; PW Line - Davis, Magnolia, Prince, Yard,~~

EEE. 72-A2. Use Of Tempilstik 05/02/22

SI 72-A2 is modified as follows.

High Speed Trainset coaches and power cars, and HHP-8 engines are equipped with **outboard** journal bearings. When necessary to check an HST coach or power car or HHP-8 engine for an overheated journal bearing, a Tempilstik must be applied in accordance with AMT-3 ~~Section 9~~ Rule 1.4 and to the top of the journal bearing case, where it passes through the truck frame.

FFF. 72-A3. High Speed Trainset: On-Board Hot Bearing Detection System 05/02/22

SI 72-A3 Part A. line 1. Is modified as follows.

A. HOT BEARING ALARM (Flashing Red LED):

1. Crew must determine from the MFD screens or the ITSU panel which car and bearing caused the "Onboard Failure" alarm. A member of the crew must check the suspected overheated bearing with a Tempilstik per AMT-3 ~~Section 9~~ Rule 1.4.

GGG. 72-A4. HHP-8 Locomotive: On-Board Hot Bearing Detection System 05/22/22

SI 72-A4 the following paragraph is modified.

IF NO HOT BEARING IS FOUND:

1. For alarms caused by a **coach bearing,** follow applicable instructions published in AMT-3, Air Brake, Equipment and Train Handling Rules and Instructions.

IX. Speed Table for Reference 12/06/21

The tables below replace the "Speed Tables for Reference" in their entirety in General Order 901.

The following tables are provided as guidance for Maximum Authorized Speeds for failure of cab signals, ACSES, or both. All applicable operating rules and special instructions will govern.

Movement Under Rule:	**261/251**	**562**	**563**
Failed or **Fault** ACSES with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Failed Cab Signal (ATC) with operative (not failed) ACSES	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 59 MPH – Psgr. 49 MPH – Frt. 40 MPH - Transporting PIH
Failed ACSES with Failed Cab Signals (ATC)	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH -Transporting PIH	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 – 40 MPH 30 MPH - Transporting PIH

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH
DCS Territory	
Operative ACSES	59 MPH - Psgr. 49 MPH - Frt.
Failed	40 MPH 30 MPH - Transporting PIH

The following table is provided as guidance for Maximum Authorized Speeds for failure of cab signals, Inoperative I-ETMS, or both. All applicable operating rules and special instructions will govern.

Movement Under Rule:	**261/251**	**562**	**563**
Inoperative I-ETMS with operative Cab Signals (ATC)	79 MPH	79 MPH	N/A
Inoperative I-ETMS with Inoperative Cab Signals (ATC) **NOTE**: Trains operating with I-ETMS that experience a cab signal, ATC, Speed Control, or LSL failure en-route must consider I-ETMS to be inoperative and proceed in accordance with SI 592-S2.	554 - 40 MPH If authorized to operate according to 556 by the Train Dispatcher – 59 MPH - Psgr. 49 MPH - Frt. 40 MPH - Transporting PIH	Restricted Speed, unless governed by a "Clear to Next Interlocking" Signal (280a) 59 MPH - Psgr. 49 MPH - Frt. 40 MPH Transporting PIH	Restricted speed, unless governed by Form D Line 13 Authorizing 563 - 40 MPH 30 MPH - Transporting PIH

Construction Zone (ACSES only)	
Operative CSS	79 MPH
Inoperative CSS	59 MPH – Psgr. 49 MPH – Frt. 40 MPH – Transporting PIH

DCS Territory	
I-ETMS will not be operative when operating in DCS Territory.	40 MPH 30 MPH - Transporting PIH

X. PTC Rule Review for ACSES -FAQs 12/06/21

Q&A for Guidance	
Question	**1. ACSES enforces an incorrect speed resulting in a penalty brake application. Is this an ACSES failure under NORAC rule 585?**
Answer	No, if ACSES can recover from the penalty and does not prevent movement of the train, ACSES should remain cut in. If ACSES **displays** an incorrect speed for 3 consecutive miles, the engineer will consider ACSES as failed & cut it out.
Question	**2. ACSES enforces a positive stop at other than a stop signal. Is this an ACSES failure under NORAC rule 585?**
Answer	• No, train crews should operate according to NORAC Rule 583 and Amtrak special instruction 583-S1. If the stop release button is used after receiving permission from the train dispatcher in accordance with NORAC rule 583 and SI 583-S1 and **the train will still not move**, the crew can consider ACSES as failed (preventing the movement of the train) and cut it out. Operate according to failure rules. • If ACSES enforces a positive stop at a signal other than Stop at 2 consecutive interlockings/CPs (not 2 or more signals within the same interlocking), the engineer will declare a failure and operate according to NORAC 585.
Question	**3. The ACSES track speed indicator displays and enforces a speed LOWER than Normal Speed for multiple miles. Is this considered an ACSES failure?**
Answer	Yes, If ACSES displays an incorrect track speed (higher or lower) for **3 consecutive miles,** this will be considered an ACSES failure (Rule 585-S1 is updated to reflect the answer to this question).
Question	**4. The train strikes an object. After stopping and inspecting the equipment, the ACSES junction box is visibly damaged. How does the train crew operate?**
Answer	If the ACSES junction box is visibly damaged, the engineer will consider it a failure and will operate in accordance with NORAC rule 585: "Damage occurs to any part of the ACSES apparatus," has been added to 585-S1 above.
Question	**5. When equipped, the "ACSES Cut Out" light is flashing on the ADU:**
Answer	• If a penalty brake application occurs, the engineer will cut out ACSES and operate according to failure rules • If the light is flashing and penalty brake application does not occur, continue to operate according to track and signal speeds • If the light is flashing and "(- -)" displays operate according to 585-S5 – Fault Rules
Question	**6. The locomotive is NOT equipped with the Amtrak/Metro-North territory switch and has failed to change over to the appropriate cab signal for the territory I'm traversing. Is this a failure of the cab signals or ACSES?**
Answer	This is not considered a failure. For units not equipped with the switch, the Metro-North cab signal aspects are considered a conformity under SI 279-S6 (Updated in the BO), and Amtrak speed limits will be enforced by ATC. All remaining units are expected to have the switch installed by early 2022.
Question	**7. The train has a positive stop displayed on the ADU, which resulted in a penalty application of the brakes. The train did not shove past a controlled signal or receive Rule**

	241 permission. The next governing signal is displayed but not in visual range to confirm if the next signal is "other than Stop Signal". Can the Stop Release Button be used?
Answer	If the dispatcher can determine the signal is displayed on their model board, the Stop and Release Button can be used in accordance with NORAC Rule 583, System Special Instruction 583-S1.
Question	**8. ACSES is enforcing a positive stop at a signal that I cannot see. The dispatcher reports that the signal cannot be displayed and will give us verbal permission by the signal under rule 241. However, the train is not stopped at the signal and cannot verify what the signal is displaying (which conflicts with the portion of rule 241 that states the train must be stopped at the signal). What is the proper course of action?**
Answer	If the dispatcher cannot display the signal, even though the signal cannot be seen by the train crew, the dispatcher can give rule 241, and the train crew is allowed to accept rule 241 authority and use the stop and release button in accordance with NORAC Rule 583, System Special Instruction 583-S1. The Dispatcher and train crew must follow all other requirements in accordance with 241. If a train is stopped in the PTS zone and a signal can be displayed, the dispatcher must not give the train authority to use the stop and release button. After the signal is displayed, the train should be able to transition out of positive stop and release the brakes without the use of the Stop Release Button.
Question	**9. The train enters ACSES territory, and the missing transponder symbol is displayed. In fact, the missing transponders symbol is displayed for the entire trip. Will the train operate according to signal indication and track speed limits not exceeding 79 MPH for the entire trip?**
Answer	If the train enters ACSES territory while the missing transponder symbol ("- -") is displayed, the train crew must leave ACSES cut in and must operate in accordance with track and signal speed limits not exceeding 79 MPH (582-S2). 585-S2 has been revised to reflect the speed change above in this Bulletin Order.
Question	**10. The train has the "No Valid TSR DATA Light" illuminated, and the Missing Transponder Symbol is alternating with an incorrect permanent track speed. If this condition continues for less than three consecutive miles, will it be considered an ACSES fault?**
Answer	"No Valid TSR DATA" Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, if the nonconformity last for less than 3 miles, no failure is declared. The train may continue operating not exceeding 79 MPH until a valid TSR list is received.
Question	**11. If the above scenario continues for more than three consecutive miles, is this considered an ACSES failure under SI-585 S1?**
Answer	"No Valid TSR DATA" Light is considered a Fault; train must proceed not exceeding 79 MPH. In addition, the train must operate according to the most restrictive permanent track speed due to the speed not conforming. In this scenario, since the permanent track speeds do not conform after 3 miles, it must be declared an ACSES Failure.
Question	**12. The engine has speed control (ATC) failure, but I have NOT cut out the cab signals. I will be entering 562 territory, with a Clear to The Next Interlocking Signal displayed. The ACSES is cut in and functioning. What speed is authorized to the next signal?**
Answer	Depending on the type of equipment, it may or may not be possible to cut out ATC while Cab signals remain operative. Anytime ATC is cut out, the maximum speed for the train is 59 MPH Psgr. 49 MPH Frt. and 40 MPH PIH
Question	**13. The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control failure. ACSES is cut in and**

	functioning. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without also cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceeding 40 MPH even though ACSES is still operative.
Question	**14. The engine has speed control failure (ATC), but I have NOT cut out the cab signals. I have stopped in 562 territory and declared speed control (ATC) failure. ACSES is cut out. What speed is authorized WITHOUT being governed by Rule 563 or a Clear to The Next Interlocking Signal?**
Answer	If ATC fails in the middle of a block in 562 territory and it is possible to cut out ATC without cutting out cab signals, NORAC rule 562 D applies, which will restrict the train to not exceed 40 MPH.
Explanation for 585-S1. b	When equipped, the "ACSES Failure" light is illuminated on the ADU has been deleted from 585-S1. This failure falls under NORAC Rule 585 – "The on-board apparatus experiences or displays an internal failure which results in a penalty brake application."

XI. PTC Rule Review for Locomotive PTC Failure Handling -FAQs 12/06/21

Q&A for Guidance	
Question	**1. The train is in transit to a location when the controlling locomotive's PTC system fails and becomes defective. The arriving location has mechanical personnel and <u>is</u> an initial terminal location for some trains, but not all trains. The location <u>is not</u> an "Amtrak Designated Repair Location." The locomotive will turn as the lead unit on a train that will <u>not</u> receive mechanical inspections. Can the train depart the location?**
Answer	Yes, but only after the following is determined: • Troubleshooting will not restore the locomotive PTC system to an operative condition. • A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available. • The initial terminal location and train is not listed in *the above table: Train Departure with Defective or Failed Onboard PTC System.*
Question	**2. The train is in transit to a location when the locomotive PTC system fails and becomes defective. While en route, the train will operate past an "Amtrak Designated PTC Repair Location." Would the train be permitted to advance beyond the repair location?**
Answer	Yes, but only after the following is determined: • The Amtrak Designated Repair Location is not assigned to repair or replace locomotives of the service type in which the failure occurred. • Troubleshooting will not restore the locomotive PTC system to an operative condition. • A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	**3. What are examples of a "failed or defective" locomotive PTC system?**
Answer	• The locomotive onboard PTC display, audible feature, or TMC/OBC components are physically damaged or defective preventing proper locomotive system operation. • The locomotive onboard PTC system is in a failure condition or "Failed State" that requires the PTC system circuit breakers, pushbuttons, and/or pneumatic switches to be placed in the "Cut-Out" position to permit train movement. • The locomotive onboard PTC system is unable to pass a system departure test. • A valid MAP 100 (MARC ECR 100) on controlling locomotive indicates that the locomotive PTC system is Cut-Out, defective, or failed.
Question	**4. What is an "Initialization Failure"?**
Answer	• Failure of the locomotive onboard PTC system departure test process.

	• Any time the I-ETMS locomotive onboard subsystem initialization process does not complete (system does not transition to Disengaged state) • Any time the I-ETMS locomotive onboard subsystem initialization process is not attempted by the Locomotive Engineer. • The locomotive onboard PTC system has a pre-existing PTC-related defect which prevents initialization or will result in onboard subsystem departure test failure
Question	**5. The train arrives at a passenger station that is in the same city as an "Amtrak Designated PTC Repair Location" (i.e., NYP, RGH, OKJ, EMY, LAX). Immediately upon arrival, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to advance from the passenger station location?**
Answer	Yes, but only after the following is determined: • The passenger station is not an Amtrak designated PTC Repair Location *listed in the above table: Train Departure with Defective or Failed Onboard PTC System* that is assigned to repair or replace locomotives of the service type in which the failure occurred. • Troubleshooting will not restore the locomotive PTC system to an operative condition. • A determination is made by the CNOC Operations/Mechanical Desks that a protect or replacement locomotive is not available.
Question	**6. The train or locomotive physically enters an "Amtrak Designated PTC Repair Location" that is identified as a yard or maintenance facility (i.e., L.A. 8th Street Yard, N.Y. Sunnyside Yard, Oakland Maintenance Facility) but is not scheduled to receive mechanical inspection. The yard or maintenance facility has mechanical personnel who regularly perform maintenance and inspections on the controlling locomotive service type. Prior to arrival at the yard or maintenance facility location, the controlling locomotive experiences an onboard PTC failure. Would the train be permitted to depart the Amtrak Designated PTC Repair Location with a failed or defective controlling locomotive PTC system?**
Answer	No, the controlling locomotive must be repaired or replaced at the Amtrak Designated PTC Repair Location. If a train physically enters an Amtrak Designated PTC Repair Location that is a yard or maintenance facility, the PTC system on a controlling locomotive must not be defective or failed when the train or locomotive departs the yard or maintenance facility location.

XII. System Guidelines for EEPS Pilot Program

The following are guidelines for the purpose of piloting Amtrak's Enhanced Employee Protection System. The EEPS program is designed to enhance the protection of roadway workers and is not meant to replace current Foul Time or Track Out of Service procedures. When Foul Time or Track Out of Service is required, the below instructions must be followed, unless otherwise directed by Amtrak management.

All Engineering employees must receive training, a company issued cell phone and be added to the system before using EEPS.

A. 133-S9. Enhanced Employee Protection System (EEPS) for Track Out of Service 11/01/21

Effective for the Boston, MA Movement Office – MRS Line – Mill River (exclusive) to Spring (inclusive)

*The following guidelines are new and only in effect for tracks being removed from service **between** 2 adjacent interlockings (when the interlockings are used as the designated limits) in the territories mentioned below. If the Out of Service includes any portion of an interlocking or intermediate interlocking(s) EEPS will not be used.*

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Track Out of Service is issued for multiple tracks, the RWIC must advise the dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Track Out of Service, the following will apply:

1. Actions Required When Implementing EEPS

A. **Prior to issuing Form D Line 4 or 13**, a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), and track(s) being removed from service. The RWIC must also confirm

their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Track(s) Out of Service.

B. **Prior to Track(s) being Removed from Service**, after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be removed from service. The RWIC must then verify that the track number and location being removed from service (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. In accordance with rule 133 and any applicable special instructions, once the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the train dispatcher may place the Form D in effect and the RWIC will record the code on the back of the Form D. .

C. **Canceling Form D Line 4 or 13,** the RWIC must report all equipment and workers, under the specified BDRC clear before canceling the Form D, in accordance with NORAC rule 133. After the Form D is cancelled the RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

- **EEPS is a safety overlay and is not authorization to remove a track from service.** All Track Out of Service rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.
- **EEPS in effect for Track Out Of Service on the following lines:**
  - **New York, NY Movement Office – HUD Line** – Empire (exclusive) to CP 12 (exclusive), MP 75.8 to CP 169 (exclusive)
  - **Wilmington, DE Movement Office – PH Line** – Park (inclusive) to Division Post MP 105.2

2. EEPs Failure

Track Out Service must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A. If the RWIC does not receive a BDRC within a reasonable amount of time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B. If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After verifying their name, track(s), blocking devices applied and limits of Track Out of Service requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track(s))

Note: If the dispatcher needs to remove the block(s) before Form D Line 4 or 13 authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3. Adjoining Territories and Local Control

a) Adjoining Territories – Dispatcher Responsibilities

When Track Out of Service is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The "No BDRC" function will be used for blocks applied by the neighboring train dispatcher, at the request of the issuing train dispatcher.

b) Local Control

Track Out of Service must not be authorized between 2 interlockings in Local Control. If an adjoining territories' interlocking is in local control and a code cannot be generated, Form D Line 4 or 13 must not be issued.

4. System Failures

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

B. 140-S3 Enhanced Employee Protection System (EEPS) For Foul Time

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Foul Time is issued for multiple tracks, the RWIC must advise the

dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Foul Time, the following will apply:

1. Actions Required When Implementing EEPS

A. Prior to issuing Foul Time, a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), track(s) and time needed to foul. The RWIC must also confirm their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Foul Time authority.

B. Prior to Foul Time authorization, after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be fouled. The RWIC must then verify that the track number and Foul Time location (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. After the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the RWIC will record the code within their Record of Foul Time booklet (NRPC 3045) in the space provided. The dispatcher may then issue Foul Time in accordance with rule 140 and any applicable special instructions. Receipt of the BDRC must never be determined as permission to foul tracks.

C. Releasing Foul Time, the RWIC must report all workers, under the specified BDRC clear, in accordance with NORAC rule 140. The RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

- **EEPS is a safety overlay and is not authorization to foul tracks.** All Foul Time rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.
- **EEPS in effect on the following lines:** NHB: Division Post (MNR) to Tower 1 (exclusive), DB, MM, MRS NYS, HUD, NYP, PW, NYT: C/JO (exclusive) to Harold (exclusive); A Int (exclusive) and KN Int (exclusive) PH: All tracks State (inclusive) to Park (inclusive), No. 1 track Park to Caln (inclusive) & No. 2 track Caln interlocking.

  Note: EPPS is not in effect within in Tower 1 interlocking and the station tracks at South Station.

2. EEPs Failure

Foul Time must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A. If the RWIC does not receive a BDRC within a reasonable amount of time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B. If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After verifying their name, track(s), blocking devices applied and limits of Foul Time requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track.)

Note: If the dispatcher needs to remove the block(s) before Foul Time authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3. Adjoining Territories and Local Control

a) Adjoining Territories – Dispatcher Responsibilities

When Foul Time is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The "No BDRC" function will be used for blocks applied by the train dispatcher at the request of the train dispatcher issuing the Foul Time authority.

b) Local Control

Foul Time must not be authorized between 2 interlockings in Local Control. If an adjoining territories interlocking is in local control and a code cannot be generated, Foul Time must not be issued.

c) System Failures

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

Any questions or suggestions, please contact Operating Practices at operatingpractices@amtrak.com, or access the OP All Aboard page at the following URL: https://allaboard.amtrak.com/s/operating-practices.

XIII. System Guidelines for EEPS Pilot Program

The following are guidelines for the purpose of piloting Amtrak's Enhanced Employee Protection System. The EEPS program is designed to enhance the protection of roadway workers and is not meant to replace current Foul Time or Track Out of Service procedures. When Foul Time or Track Out of Service is required, the below instructions must be followed, unless otherwise directed by Amtrak management.

All Engineering employees must receive training, a company issued cell phone and be added to the system before using EEPS.

A. 133-S9. Enhanced Employee Protection System (EEPS) for Track Out of Service 11/01/21

Effective for the Boston, MA Movement Office – MRS Line – Mill River (exclusive) to Spring (inclusive)

*The following guidelines are new and only in effect for tracks being removed from service **between** 2 adjacent interlockings (when the interlockings are used as the designated limits) in the territories mentioned below. If the Out of Service includes any portion of an interlocking or intermediate interlocking(s) EEPS will not be used.*

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Track Out of Service is issued for multiple tracks, the RWIC must advise the dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Track Out of Service, the following will apply:

1. Actions Required When Implementing EEPS

A. **Prior to issuing Form D Line 4 or 13**, a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), and track(s) being removed from service. The RWIC must also confirm their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Track(s) Out of Service.

B. **Prior to Track(s) being Removed from Service**, after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be removed from service. The RWIC must then verify that the track number and location being removed from service (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. In accordance with rule 133 and any applicable special instructions, once the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the train dispatcher may place the Form D in effect and the RWIC will record the code on the back of the Form D. .

C. **Canceling Form D Line 4 or 13,** the RWIC must report all equipment and workers, under the specified BDRC clear before canceling the Form D, in accordance with NORAC rule 133. After the Form D is cancelled the RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

- **EEPS is a safety overlay and is not authorization to remove a track from service.** All Track Out of Service rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.
- **EEPS in effect for Track Out Of Service on the following lines:**
  - **New York, NY Movement Office – HUD Line** – Empire (exclusive) to CP 12 (exclusive), MP 75.8 to CP 169 (exclusive)
  - **Wilmington, DE Movement Office – PH Line** – Park (inclusive) to Division Post MP 105.2

2. EEPs Failure

Track Out Service must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A. If the RWIC does not receive a BDRC within a reasonable amount of time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B. If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After

verifying their name, track(s), blocking devices applied and limits of Track Out of Service requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track(s))

Note: If the dispatcher needs to remove the block(s) before Form D Line 4 or 13 authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3. Adjoining Territories and Local Control

a) Adjoining Territories – Dispatcher Responsibilities

When Track Out of Service is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The "No BDRC" function will be used for blocks applied by the neighboring train dispatcher, at the request of the issuing train dispatcher.

b) Local Control

Track Out of Service must not be authorized between 2 interlockings in Local Control. If an adjoining territories' interlocking is in local control and a code cannot be generated, Form D Line 4 or 13 must not be issued.

4. System Failures

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

B. 140-S3 Enhanced Employee Protection System (EEPS) For Foul Time

EEPS is an electronic means of supplemental protection to enhance safety and can only be utilized with qualified Roadway Workers in Charge (RWIC's) and is in effect where listed by Special Instruction. Train Dispatcher blocking devices will not be available for removal until the RWIC relinquishes their BDRC (Blocking Device Removal code) to the Dispatcher. When Foul Time is issued for multiple tracks, the RWIC must advise the dispatcher if individual codes are needed for each track, or if all tracks will be cleared at the same time. Where EEPS is required for use with Foul Time, the following will apply:

1. Actions Required When Implementing EEPS

A. Prior to issuing Foul Time, a job briefing between the Dispatcher and RWIC will be held to determine the proper location(s), track(s) and time needed to foul. The RWIC must also confirm their cell phone number is correctly registered within the CETC System. RWIC's whose phone numbers are not logged within the CETC system may not request Foul Time authority.

B. Prior to Foul Time authorization, after the train dispatcher applies blocking, the CETC system will automatically transmit a four-digit BDRC (EEPS code) for the specified track and location to be fouled. The RWIC must then verify that the track number and Foul Time location (between/at) requested are correctly shown in the text message by reading it back to the dispatcher without relinquishing the actual BDRC. After the RWIC verifies receipt of the BDRC and the dispatcher acknowledges that the context in the text message is correct, the RWIC will record the code within their Record of Foul Time booklet (NRPC 3045) in the space provided. The dispatcher may then issue Foul Time in accordance with rule 140 and any applicable special instructions. Receipt of the BDRC must never be determined as permission to foul tracks.

C. Releasing Foul Time, the RWIC must report all workers, under the specified BDRC clear, in accordance with NORAC rule 140. The RWIC will then provide the dispatcher with the BDRC to remove the blocking protection for the specified track(s).

- **EEPS is a safety overlay and is not authorization to foul tracks.** All Foul Time rules remain unchanged. If any EEPS failures occur, they must be immediately reported to a supervisor.
- **EEPS in effect on the following lines:** NHB: Division Post (MNR) to Tower 1 (exclusive), DB, MM, MRS NYS, HUD, NYP, PW, NYT: C/JO (exclusive) to Harold (exclusive); A Int (exclusive) and KN Int (exclusive) PH: All tracks State (inclusive) to Park (inclusive), No. 1 track Park to Caln (inclusive) & No. 2 track Caln interlocking.

  Note: EPPS is not in effect within in Tower 1 interlocking and the station tracks at South Station.

2. EEPs Failure

Foul Time must not be authorized until the RWIC confirms with the dispatcher, they have received the BDRC.

A. If the RWIC does not receive a BDRC within a reasonable amount of time the dispatcher must be notified, and the dispatcher will attempt to resend the code.

B. If the RWIC does not receive the code after it is resent, the dispatcher will supply the RWIC with a phone number where the code can be retrieved verbally from the assigned CETC EEPS administrator. After verifying their name, track(s), blocking devices applied and limits of Foul Time requested with the RWIC and Train Dispatcher, the administrator will provide the RWIC with their BDRC and then the RWIC will confirm possession of the BDRC with the train dispatcher. (The code is not to be relinquished to the train dispatcher until the RWIC reports clear of the associated track.)

Note: If the dispatcher needs to remove the block(s) before Foul Time authority is issued, the dispatcher may retrieve the code from the assigned CETC EEPS administrator.

3. Adjoining Territories and Local Control

a) Adjoining Territories – Dispatcher Responsibilities

When Foul Time is requested by the RWIC between adjoining territories, only 1 BDRC code is required from the dispatcher assigned to control the territory. The "No BDRC" function will be used for blocks applied by the train dispatcher at the request of the train dispatcher issuing the Foul Time authority.

b) Local Control

Foul Time must not be authorized between 2 interlockings in Local Control. If an adjoining territories interlocking is in local control and a code cannot be generated, Foul Time must not be issued.

c) System Failures

When a system outage occurs, the dispatchers must continue to use EEPS. The "No BDRC" function will be used for blocks applied by the train dispatcher.

XIV. Rule Review & MORV's

A. MORV Trend

In recognition of the upcoming Veteran's Day and Thanksgiving holidays, we want to express our thanks and gratitude to all of Amtrak's employees for helping to keep their fellow co-workers and customers safe in Fiscal Year 2022. With that being said, we should be striving to continue the downward trend of MORVs into FY 2023. Unfortunately, with the spike in MORVs over the previous three months Operating Practices issued a Special Safety Advisory highlighting this trend for employees. We must remember that **SAFETY IS THE NUMBER ONE GOAL AT AMTRAK**, and we all must ensure that we are doing our part to keep our passengers, coworkers, and ourselves safe.

B. Rule Review: Three Point Protection

Before fouling or going under or between standing equipment for any purpose that is not otherwise governed by blue signal protection rules, or the Roadway Worker Protection Manual obtain assurance that the equipment will not move by requesting three-point protection. Confirmation that engineer has provided three-point protection must be obtained prior to starting work.

When three-point protection is requested, the engineer must perform the following:

a) Apply the train and engine brakes.

b) Place the throttle/controller in the idle or off position, and then place the reverser in the neutral position.

c) Shut down and isolate HEP from the providing locomotive if applicable AND place the generator field switch/breaker in the off/down position.

Three-point protection must be maintained, and the locomotive must not be left unattended, until the engineer is notified by the employee who requested protection that it is no longer needed.

Requests to apply or release three-point protection must be made over the radio or by face-to-face verbal communication.

C. MORV Incident Review

1. **Yard engine derailment**
   The conductor failed to properly secure brakes on an engine and subsequently began to roll and derailed after operating over a derail.
2. **Blue Signal Protection**
   Train director applied blocks to the wrong track for blue signal protection. Subsequently, routing a train into the track under blue signal protection.
3. **Stop Signal**
   Foreman piloting track equipment operated past a stop signal.
4. **Fouling without authority and protection.**
   Amtrak surveyors were working under RWP protection with a Foreman. The Surveyors were not familiar with the PCs and began working on the wrong track.
5. **Stop Signal**
   Train operated past an imperfectly displayed signal, which required a stop.
6. **Operating through a misaligned main track switch.**
   Amtrak train operated through a misaligned main track switch on CSX territory.
7. **Yard Train Derailment**

   Conductor lined the switches and preceded the move. Crew did not check the derail position.

Major Operating Rule Violations (MORV)	
Month to Date (10/01/22 – 11/04/22)	7
Fiscal Year (2023) to Date	7

Any questions or suggestions, please contact Operating Practices at *operatingpractices@amtrak.com*, or access the OP All Aboard page at the following URL: *https://allaboard.amtrak.com/s/operating-practices*

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